



City of Huntington Beach Planning and Building Department
STAFF REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
BY: Jill Arabe, Associate Planner 
DATE: February 11, 2014

SUBJECT: ENTITLEMENT PLAN AMENDMENT NO. 13-005/ SPECIAL PERMIT NO. 13-003 (Pacific City Hotel)

APPLICANT: Anthony Wrzosek, R.D. Olson Development, 2955 Main St., Third Floor, Irvine, CA 92614

PROPERTY

OWNER: Pacific City Hotel, LLC, 2532 Dupont Drive, Irvine, CA 92612

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

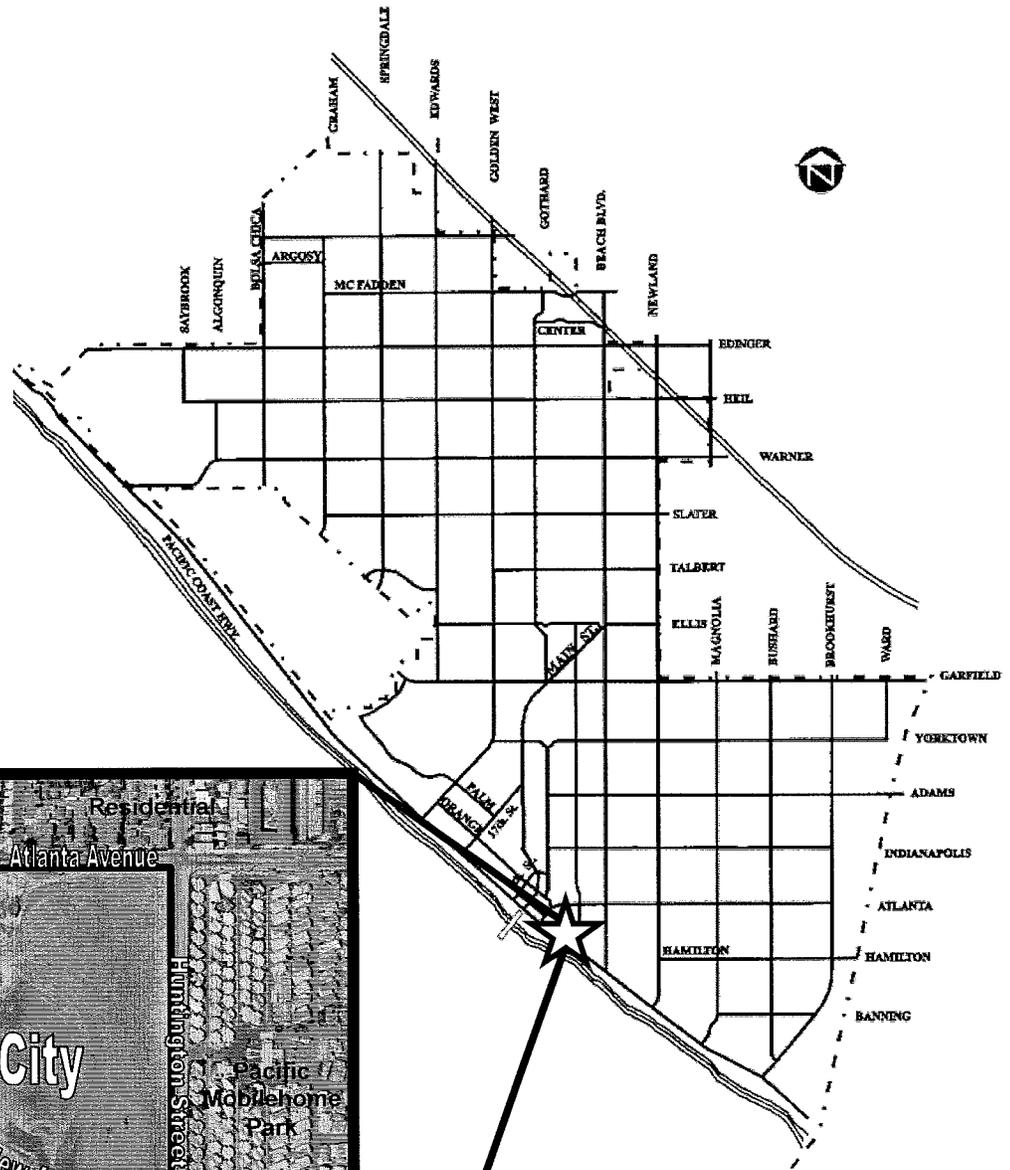
STATEMENT OF ISSUE:

- ◆ Entitlement Plan Amendment (EPA) No. 13-005 requests to:
 - Amend the previously approved site plan, floor plans, and elevations for the hotel portion of the Pacific City project;
 - Provide approximately 18% valet tandem parking spaces.
- ◆ Special Permit (SP) No. 13-003 requests:
 - Electrical transformers and associated equipment to encroach into the street side yard setback of Huntington Street with a minimum of 15 ft. in lieu of a minimum of 20 ft.
- ◆ Staff's Recommendation:

Approve EPA No. 13-005/ SP No. 13-003 based upon the following:

 - Consistent with the General Plan Land Use Element designation of CV-F7-sp (Commercial Visitor – Max. Floor Area Ratio of 3.0 – Specific Plan Overlay)
 - Consistent with the Local Coastal Program/Coastal Element as it does not impact public access or recreational opportunities in the Coastal Zone. There is a minimum 20 foot wide pedestrian accessway between the hotel and commercial site that connects to the pedestrian corridor within the residential portion of the Pacific City development.
 - The modifications of the hotel project will not generate additional environmental impacts above the analysis of the certified EIR No. 02-01.

#B-1



VICINITY MAP
ENTITLEMENT PLAN AMENDMENT NO. 13-005/
SPECIAL PERMIT NO. 13-003
PACIFIC CITY HOTEL –
AMENDMENT TO TTM 16338/ CUP 02-20/ SP 02-04/ CDP 02-12

- There will be adequate parking for the site; a total of 359 parking spaces are provided.
- The project is designed to be compatible with surrounding land uses in terms of building layout, architecture, site design, and pedestrian amenities.
- Special Permit results in a greater benefit and promotes a better living environment.

RECOMMENDATION:

Motion to:

“Approve Entitlement Plan Amendment No. 13-005/ Special Permit No. 13-003 with findings and suggested conditions of approval (Attachment No.1);”

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

- A. “Deny Entitlement Plan Amendment No. 13-005/ Special Permit No. 13-003 with findings for denial.”
- B. “Continue Entitlement Plan Amendment No. 13-005/ Special Permit No. 13-003 and direct staff accordingly.”

PROJECT PROPOSAL:

Entitlement Plan Amendment No. 13-005 represents requests for the following modifications to Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12 pursuant to Huntington Beach Zoning and Subdivision Ordinance (HBZSO) Section 241.18:

- A. To redesign the site layout and elevations of a 250-room, eight story hotel with two level subterranean parking structure, banquet facilities, pool and spa amenities, and restaurant.
- B. To relocate and expand the service driveway along Huntington Street.
- C. Provide approximately 18% valet tandem parking spaces.

Special Permit No. 13-003 pursuant Section 2.5.6 of the SP5 Downtown Specific Plan (DTSP) is a request for electrical transformers and switchgear equipment to encroach into the required street side yard setback along Huntington Street (minimum 15 feet in lieu of minimum 20 feet).

The hotel development is proposed at a building height of eight stories. It will consist of 250 hotel rooms, approximately 5,800 sq. ft. restaurant, and spa and banquet facilities. Below is a comparison table of previously approved uses with the proposed plan.

Proposed Uses	Full Buildout EIR Analyzed 240,000 SF Plan	Reduced Project Alternative 191,100 SF Plan	EPA 13-001 Pacific City Retail Plan	Proposed Hotel Plan
Retail	141,000 sf	112,200 sf	113,567 sf	
Restaurants/Night Clubs	38,900 sf	48,900 sf	48,467 sf	
Offices	60,000 sf	30,000 sf	31,425 sf	
Health Club	n/a	n/a	28,288 sf	
Total Commercial	240,000 sf	191,100 sf	192,195 sf	
Outdoor Dining	10,550 sf	10,550 sf	13,147 sf	
Hotel	334,300 sf (400 rooms)	334,300 sf (400 rooms)		(134,136 sf) 250 rooms
Banquet/Meeting Rooms	9,300 sf (net)	9,300 sf (net)		6,720 sf (net)
Spa	15,000 sf	15,000 sf		4,800 sf
Hotel Restaurant	5,000 sf	5,000 sf		5,800 sf

Background:

In 2004, the City approved a 31-acre Pacific City Conceptual Master Plan involving three parcels for development of residential, commercial, and hotel uses. The 2004 Environmental Impact Report analyzed a full build out development of 240,000 sq. ft. of commercial uses, 400-room boutique hotel, and 516 residential units on 31 acres of land. Ultimately a reduced project alternative was approved by the City Council, limiting the commercial uses to 191,100 sq. ft. The construction of the mixed-use project began in 2007 but was not completed. In 2008, Entitlement Plan Amendment No. 08-001 was approved, which reduced the size of the hotel to 250 rooms. Further revisions to the residential site plan, floor plans, elevations, and the overall conditions of approval were approved in 2012. In 2013, the City Council approved revisions to the commercial uses including an allowance of up to 192,195 sq. ft. of floor area and separating the subterranean garage between the hotel and commercial parcels. The current proposal will complete the visitor-serving uses fronting Pacific Coast Highway with an eight story 250 room hotel.

Study Session

The project revisions were introduced to the Planning Commission on January 28, 2014. The Planning Commission did not have any questions regarding the project.

ISSUES:

Subject Property And Surrounding Land Use, Zoning And General Plan Designations:

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	CV-F7-sp (Commercial Visitor – 3.0 Max floor area ratio – Specific Plan Overlay)	SP5-CZ – District 2 (Downtown Specific Plan – Coastal Zone – Visitor-Serving Mixed Use)	Vacant
North of Subject Property (Pacific City Residential – across Pacific View Avenue):	RH-30-sp (High Density Residential – 30 u/gac – Specific Plan Overlay)	SP5- District 5 (Multi-family Residential)	Vacant – to be Pacific City Residential

East of Subject Property (across Huntington Street):	CV-F7-sp	SP5-CZ- District 3 (Visitor-Serving Recreation)	Waterfront Hilton Hotel
South of Subject Property (across PCH):	OS-S (Open Space – Shore)	SP5-CZ – District 7 (Beach)	South Beach Parking Lot, Beach and Beach Improvements
West of Subject Property:	CV-F7-sp	SP5-CZ – District 2	Pacific City Commercial – under construction

General Plan Conformance:

The General Plan Land Use Map designation on the subject property is Commercial Visitor – 3.0 FAR - Specific Plan Overlay. The proposed project is consistent with this designation and the goals and objectives of the City’s General Plan as follows:

A. Land Use Element

Policy LU 10.1.17: Require the inclusion of uses and elements that contribute amenities for visitors, such as public activity areas and onsite recreational facilities (health clubs, spas, etc.)

Policy LU 10.1.18: Encourage the incorporation of meeting rooms, conference and banquet facilities, and other uses available to visitors and the City’s residents in major visitor-serving development projects.

Policy LU 10.1.19: Require that visitor-serving commercial developments be designed to reflect and be compatible with their setting and/or function.

The hotel is a visitor-serving use that provides temporary lodging for residents and visitors. It will improve the surrounding community by adding to the high-quality visual image and character of the visitor-serving uses along the scenic corridor of Pacific Coast Highway. The amenities associated with the hotel include a signature restaurant, banquet and meeting rooms, outdoor recreational areas, and spa and garden facilities. The inclusion of a 20 ft. wide pedestrian corridor located between the hotel and neighboring commercial buildings also enhances the public open space connections.

B. Urban Design Element

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

Objective UD 1.3: Strengthen the visual character of the City’s street hierarchy (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.

The hotel design is consistent with the City’s Design Guidelines, incorporating a variety of building materials, offsets, articulation, and architectural details. Abundant landscaping and walkways wrap the perimeter of the site, creating an environment that enhances the pedestrian and bicycle experience. Furthermore, coastal views are maximized throughout the development. The podium level (i.e. main floor) sits approximately 15 ft. above the PCH grade and individual balconies are provided for each guestroom. Balconies vary in size and shape around the tower employing a wavy form along some of the facades. The proposed hotel reflects the quality of the district by implementing design features that consider existing conditions such as transit, pedestrian and bicycle activity, and tourism.

C. Coastal Element

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

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

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

The hotel use was previously approved and contemplated to complete the mixed use development of Pacific City. The site is a prime location for a hotel due to its close proximity to the elevated activity of the beach and downtown core. Hotel amenities include a signature restaurant, recreation pool and lounge seating, outdoor function area, meeting and banquet rooms, and spa and fitness facilities.

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

Visitor-serving uses along Pacific Coast Highway are prevalent and required within the Downtown Specific Plan. The proposed hotel is consistent with surrounding development. It is located within close proximity of the beach and downtown area, and contributes to enhancing the pedestrian

experience. The hotel provides resort style amenities that are available for hotel guests and visitors including a signature restaurant, spa garden, and banquet facilities.

Zoning Compliance:

This project is located within Specific Plan No. 5 Downtown Specific Plan (DTSP) and complies with the requirements of District 2 with exception of the special permit. The table below shows an overview of the project’s conformance to the development standards. In addition, a list of City Code Requirements of the applicable provisions of the DTSP, the Huntington Beach Zoning & Subdivision Ordinance (HBZSO) and Municipal Code has been provided to the applicant (Attachment No. 4) for informational purposes only.

Development Standard	Required	Proposed
Maximum Site Coverage	50% net site area	43.2%
Maximum FAR	3.0 FAR	1.44 FAR
Maximum Building Height	8 stories	8 stories
Front Yard Setback	50’ from PCH	50’
Exterior Side Yard Setback	20’	20’ 15’ electrical transformers*
Rear Yard Setback	20’ from Pacific View Ave.	20’
Public Open Space	Required to assure predominantly visitor-serving, pedestrian orientation	Provided
Corridor Dedication	20’ corridor dedication for public access	Provided
Public Views	Required	Provided

**Special Permit requested*

Urban Design Guidelines Conformance:

The project is required to comply with the design guidelines of the DTSP. The site’s primary entry is via reciprocal access with the westerly commercial property and reflects high quality design by incorporating a combination of accent features such as ornamental landscaping, enhanced paving, and decorative walls. With parking provided entirely underground and valet services accommodated near the hotel entry, the development is predominantly lined along the perimeter with rich landscaping and plenty of pedestrian access. At the main level of the hotel, the building design provides a strong base element with an arrangement of building materials including ceramic tiles, metal panels and louvers, repurposed brick, and stacked stone. In contrast, the hotel tower is composed of a distinct white smooth plaster and contemporary character with balconies and railings synonymous with the wave form.

Environmental Status:

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. The City Council approved the Reduced Project Alternative in 2004. In 2008, an entitlement plan amendment approved a reduction of hotel rooms to 250.

The proposed hotel project trip generation is less than forecasted in the original project approvals. The applicant submitted the EIR Conformance Report by Linscott, Law & Greenspan (Attachment No. 5) to demonstrate that the overall traffic generation forecast for the visitor-serving uses is less than the original trip generation of the approved EIR in 2004. The project revisions will not substantially alter the impacts analyzed in EIR No. 02-01. Subsequent to the approvals of EIR No. 02-01, the City adopted the DTSP EIR, which included the Pacific City project under the cumulative impacts analysis. The project amendment has been reviewed for consistency with the DTSP EIR and no substantial increases in previously identified significant environmental effects have occurred.

Coastal Status:

The proposed project is within a non-appealable portion of the Coastal Zone. Coastal Development Permit No. 02-12 was processed with Conditional Use Permit No. 02-20 with Special Permit No. 02-04, and Tentative Tract Map No. 16338 pursuant to Chapter 245 of the ZSO. The proposed project complies with the zoning code (with exception of the requested special permit) and Coastal Zone requirements. The project is consistent with the Coastal Element policies previously approved with former entitlements.

Design Review Board:

On December 12, 2013, the DRB reviewed Design Review No. 13-017 for the Pacific City Hotel to amend the design, colors, and materials of the previously approved hotel plan of the Pacific City development. The plans alter the previously approved architectural design of traditional Mediterranean to a contemporary character incorporating elements such as repurposed brick, metal panels, ceramic tiles, and a variety of materials and building articulation. The proposed design is compatible with the approved architecture of the adjacent commercial development of Pacific City and surrounding hotel uses.

The DRB recommended a condition to incorporate accent color(s) in the recessed areas or on the undersides of the curved balconies. Since then, the applicant has revised their elevations to demonstrate compliance with the DRB's recommendation.

Subdivision Committee: Not applicable.

Other Departments Concerns and Requirements:

The Departments of Public Works, Police, Fire, and Planning and Building have reviewed the project and identified a list of recommended conditions that are incorporated into the suggested conditions of approval as well as code requirements (Attachment No. 4) applicable to the project. The Office of Business Development has reviewed the request and supports the proposed development.

Public Notification:

Legal notice was published in the Huntington Beach/Fountain Valley Independent on January 30, 2014, and notices were sent to property owners of record and tenants within a 500 ft. radius of the subject property, individuals/organizations requesting notification (Planning Division's Notification Matrix), applicant, and interested parties. As of February 4, 2014, no communication supporting or opposing the request has been received.

Application Processing Dates:

DATE OF COMPLETE APPLICATION:

January 10, 2014

MANDATORY PROCESSING DATE(S):

March 10, 2014 (within 60-days)

ANALYSIS:

The site is located within District 2 of the Downtown Specific Plan. The primary purpose of this district is to provide commercial facilities that serve seasonal visitors and local residents year round as well as continue the commercial link between the downtown core and visitor-commercial/recreation district near Beach Boulevard. The proposed project is consistent with the DTSP as it capitalizes on the heavy tourism and pedestrian activity generated by the beach and downtown area. It appeals to the contemporary and coastal character of the redesigned Pacific City and emphasizes coastal views for visitors and hotel guests. In addition, the hotel design is architecturally compatible with the scenic corridor of Pacific Coast Highway.

Site Layout and Circulation

The site has vehicular access points from Huntington Street and Pacific View Avenue. Visitors to the site will typically arrive via the driveway located at the northwest corner of the site accessible from the adjacent commercial property; however they may also enter (heading eastbound on Pacific View Avenue) from the street into the upper level of the subterranean parking garage. Service truck access to the site will be from Huntington Street. Moreover, onsite vehicular circulation is improved with the additional driveway from Pacific View Avenue. Sufficient ingress and egress to and from the site for guests and employees is provided within the parking structure. Based on the 250-room hotel, a 5,800 sq. ft. restaurant, and replacement of 15 on-street parking spaces, the development is required to provide 350 parking spaces consistent with the DTSP requirements. The site is proposed with 359 parking spaces including valet spaces. The applicant has submitted a shared parking analysis by Linscott, Law & Greenspan that demonstrates a peak demand of 350 spaces for the hotel uses. The peak demand supports and is equivalent to code required parking (Attachment No. 6). Drive aisle widths and parking space dimensions comply and adequate parking is supplied onsite.

Valet services are offered near the hotel lobby, but visitors may also self-park their vehicles in the subterranean parking garage. Although onsite parking is charged at a fee, self parking tickets are validated for hotel guests. Valet pickup and drop-off areas are separately located on the site in order to minimize any potential queuing impacts. To drop off vehicles, guests arrive at the main entrance in front of the hotel lobby (above grade). To pick up vehicles, guests are directed to the upper level of the subterranean parking garage, where they may exit onto Pacific View Avenue.

As indicated in the request, approximately 18% of the total onsite parking spaces are in tandem configuration. Tandem parking spaces are typically paired with valet services to assist in efficient hotel operations. The location and placement of the valet spaces are critical to adequately serve hotel guests who utilize valet. In addition, the hotel will staff a sufficient quantity of attendants to provide the quality service associated with the hotel. As a condition of approval, a parking management plan will be submitted for review to demonstrate the efficiency of the valet operations.

Consistent with the DTSP, the project accommodates pedestrian access with the continuation of sidewalks along the perimeter of the site and a large public open space along the westerly property line between the market building (Lot 579) on the adjacent retail parcel and the hotel restaurant. Additionally, bicycle parking is available near the hotel entrance for employees and guests.

Architectural Design

The contemporary design of the hotel is compatible with the neighboring design of the Pacific City commercial buildings. The architectural treatment applied on the podium level of the hotel emphasizes a strong base of materials including repurposed brick, stacked stone, and ceramic tiles. In contrast, the hotel tower is painted white and integrates a wave form with tinted glass balcony railings to provide a distinct and recognizable attraction along this stretch of the scenic corridor. Furthermore, multiple roof forms highlight the overall site, creating a vertically and horizontally articulated street frontage along all streets. The hotel tower steps down towards the residential property from seven levels of guestrooms to six levels. All sides of the building are architecturally detailed with various window openings, recesses, awnings, and accent features. Balconies are provided for each guestroom to maximize coastal views. Upper story levels are also setback from the podium level consistent with the General Plan to reduce the building massing.

Special Permit

The applicant is requesting approval of above-ground electrical transformers and associated equipment into the required street side yard setback along Huntington Street (minimum 15 feet in lieu of 20 feet pursuant to Section 230.76 of the HBZSO). Section 2.5.6 of the DTSP allows the Planning Commission to grant a special permit for deviation from the development standards of the DTSP. A special permit may be approved when the Planning Commission determines that significantly greater benefits from the project can be provided than would occur if all the minimum requirements were met. In addition, the Planning Commission must determine that the project and special permit will also:

1. Promote better living environments; and
2. Provide better land planning techniques with maximum use of aesthetically pleasing types of architecture, landscaping, site layout and design; and
3. 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; and
4. Be consistent with objectives of the Downtown Specific Plan in achieving a development adapted to the terrain and compatible with the surrounding environment; and
5. Be consistent with the policies of the Coastal Element of the City's General Plan and the California Coastal Act; and
6. Comply with State and Federal law.

The special permit results in a greater benefit from the project and will promote a better living environment because the electrical transformers and associated equipment are effectively screened with landscaping and architecturally integrated with the design of the building. A significant grade differential is present between the site and adjacent streets. In order to maximize the hotel development and maintain adequate landscape slopes around the subterranean garage, the above ground equipment would encroach

partially into the street side yard setback. Furthermore, subsurface vaults for transformers are no longer accepted by Southern California Edison; therefore the equipment will be screened with a landscaped wall similar in height to the equipment. The proposed locations of the equipment and landscaped screen wall are placed sufficiently away from the sidewalk and will not visually impact the streetscape.

SUMMARY:

Staff recommends approval of Entitlement Plan Amendment No. 13-005 in conjunction with Special Permit No. 13-003 for the revised hotel project based upon the following:

- Consistent with the General Plan Land Use Element designation of CV-F7-sp (Commercial Visitor – Max. Floor Area Ratio of 3.0 – Specific Plan Overlay).
- Consistent with the Local Coastal Program/Coastal Element as it does not impact public access or recreational opportunities in the Coastal Zone.
- The modifications will not generate additional environmental impacts above the analysis of the certified EIR No. 02-01.
- The amount of required parking is provided onsite.
- The project is designed to be compatible with surrounding land uses in terms of building layout, architecture, and public open spaces.
- Special Permit results in a greater benefit and promotes a better living environment.

ATTACHMENTS:

1. Suggested Findings and Conditions of Approval
2. Site Plan, Floor Plans and Elevations dated January 24, 2014
3. Narrative dated January 24, 2014
4. Code Requirements List dated January 29, 2014 (for informational purposes only)
5. Trip Generation & EIR Conformance Letter by Linscott, Law & Greenspan dated December 13, 2013
6. Shared Parking Analysis by Linscott, Law & Greenspan dated November 21, 2013

SH:JJ:JA

ATTACHMENT NO. 1

SUGGESTED FINDINGS AND CONDITIONS OF APPROVAL

ENTITLEMENT PLAN AMENDMENT NO. 13-005/ SPECIAL PERMIT NO. 13-003

SUGGESTED FINDINGS FOR CEQA:

The Planning Commission 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 hotel 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 revised project of the visitor-serving uses (hotel and commercial) do not exceed the trip generation analyzed in the certified EIR.

SUGGESTED FINDINGS FOR APPROVAL – ENTITLEMENT PLAN AMENDMENT NO. 13-005:

1. Entitlement Plan Amendment No. 13-005 is a request to permit modifications to the hotel 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 main level (podium) is at the same elevation as the adjacent commercial property and is landscaped around the perimeter. Adequate parking is provided on site within the two-level subterranean parking garage with options for self-parking and valet services. The hotel operations will function efficiently with the inclusion of approximately 18% of the total onsite parking spaces in tandem configuration in conjunction with valet. The modifications to amend the site plans and elevations maintain compatibility with the surrounding area in compliance with setbacks, building height, lot coverage and parking. The project 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 incorporate similar architectural materials and treatments as proposed with the adjacent commercial component of Pacific City and maintain building heights consistent with surrounding uses. The building massing is softened and reduced with the inclusion of abundant landscaping, increased setbacks and varied roof heights. Pedestrian access is sufficiently provided throughout the site and linked with existing conditions. Architectural enhancements are proposed on the building including accent materials and contrasting colors, multiple roof lines, vertical and horizontal articulation, and stylistic balconies. The contrasting features of the tower with the base element of the building emphasize a distinct attraction along the scenic highway.
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 special permit. The proposed modifications will update the 2004 project entitlements for consistency with current design aesthetics and site layout.

The special permit provides greater benefits for building articulation and landscaping. Overall the site is in compliance with setbacks, lot coverage, height, and parking.

4. 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 – 3.0 Max. FAR – Specific Plan Overlay) on the subject property. In addition, it is consistent with the following goals and policies of the General Plan:

A. Land Use Element

Policy LU 10.1.17: Require the inclusion of uses and elements that contribute amenities for visitors, such as public activity areas and onsite recreational facilities (health clubs, spas, etc.)

Policy LU 10.1.18: Encourage the incorporation of meeting rooms, conference and banquet facilities, and other uses available to visitors and the City’s residents in major visitor-serving development projects.

Policy LU 10.1.19: Require that visitor-serving commercial developments be designed to reflect and be compatible with their setting and/or function.

The hotel is a visitor-serving use that provides temporary lodging for residents and visitors. It will improve the surrounding community by adding to the high-quality visual image and character of the visitor-serving uses along the scenic corridor of Pacific Coast Highway. The amenities associated with the hotel include a signature restaurant, banquet and meeting rooms, outdoor recreational areas, and spa and garden facilities. The inclusion of a 20 ft. wide pedestrian corridor located between the hotel and neighboring commercial buildings also enhances the public open space connections.

B. Urban Design Element

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

Objective UD 1.3: Strengthen the visual character of the City’s street hierarchy (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.

The hotel design is consistent with the City’s Design Guidelines, incorporating a variety of building materials, offsets, articulation, and architectural details. Abundant landscaping and walkways wrap the perimeter of the site, creating an environment that enhances the pedestrian and bicycle experience. Furthermore, coastal views are maximized throughout the development. The podium level (i.e. main floor) sits approximately 15 ft. above the PCH grade and individual

balconies are provided for each guestroom. Balconies vary in size and shape around the tower employing a wavy form along some of the facades. The proposed hotel reflects the quality of the district by implementing design features that consider existing conditions such as transit, pedestrian and bicycle activity, and tourism.

C. Coastal Element

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

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

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

The hotel use was previously approved and contemplated to complete the mixed use development of Pacific City. The site is a prime location for a hotel due to its close proximity to the elevated activity of the beach and downtown core. Hotel amenities include a signature restaurant, recreation pool and lounge seating, outdoor function area, meeting and banquet rooms, and spa and fitness facilities.

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

Visitor-serving uses along Pacific Coast Highway are prevalent and required within the Downtown Specific Plan. The proposed hotel is consistent with surrounding development. It is located within close proximity of the beach and downtown area, and contributes to enhancing the pedestrian experience. The hotel provides resort style amenities that are available for hotel guests and visitors including a signature restaurant, spa garden, and banquet facilities.

SUGGESTED FINDINGS FOR APPROVAL – SPECIAL PERMIT NO. 13-003:

1. The granting of a Special Permit (pursuant to Section 4.1.02 of the DTSP) in conjunction with Entitlement Plan Amendment No. 13-003 is for the above-ground electrical transformers and switchgear equipment to encroach into the minimum street side yard setback of Huntington Street (min. 15 ft. in lieu of 20 ft.) The special permit results in a greater benefit from the project and will promote a better living environment because the electrical transformer and equipment are effectively

screened with landscaping and architecturally integrated with the design of the building. A significant grade differential is present between the site and adjacent streets. In order to maximize the hotel development and maintain adequate landscape slopes around the subterranean garage, the above ground equipment would encroach partially into the street side yard setback. Furthermore, subsurface vaults for transformers are no longer accepted by Southern California Edison; therefore the equipment will be screened with a landscaped wall similar in height to the equipment. The proposed locations of the equipment and landscaped screen wall are placed sufficiently away from the sidewalk and will not visually impact the streetscape.

2. The granting of a Special Permit 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 walls, parking, and circulation areas. The special permit allows for the installation of an adequate supply of parking concealed within a subterranean parking garage. Landscaping is integrated as screening, softening the building massing, and improving the public view and experience.
3. The granting of a Special Permit 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 is compatible with the surrounding neighborhood and incorporates a design that appeals to pedestrians. Landscaping is proposed to wrap the perimeter of the site, which softens the visual appearance of walls and the building massing from the street and other uses.
4. The granting of a Special Permit 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 maintains a pedestrian friendly experience by softening the visual appearance of the hotel with landscaping and aesthetically pleasing architecture. The equipment is integrated behind a landscaped screen wall and placed near the service area with adequate access for maintenance.
5. The granting of a Special Permit will be 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 throughout the site including the pool deck, recreational areas, and guestroom balconies. The proposed special permit in conjunction with Entitlement Plan Amendment No. 13-005, will comply with State and Federal Law.

SUGGESTED CONDITIONS OF APPROVAL – ENTITLEMENT PLAN AMENDMENT NO. 13-005/SPECIAL PERMIT NO. 13-003:

1. The site plan, floor plans, and elevations received and dated January 24, 2014 shall be the conceptually approved design with the following modifications:
 - a. Utilities located along Pacific View Avenue and Huntington 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 reduced in height, to the maximum extent feasible, and shall not be located within sidewalks.

- b. The screen wall for the above-ground electrical transformer and switchgear equipment shall match in height to the top of the equipment.
 - c. The ramp from the B1 level of the garage to Pacific View Avenue shall depict a transition section at least 16 ft. long and maximum slope of five percent.
2. 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>).
3. Prior to issuance of grading permits, the following shall be completed:
- a. 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.
 - b. 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)**
 - c. The grade elevations shall be coordinated between the adjacent westerly property and subject property to maintain proper pedestrian and vehicular access within the corridor and between sites subject to review and approval by the Planning and Building Department, Public Works Department, and Fire Department.
4. Prior to submittal for building permits, the following shall be completed:
- a. 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.
 - b. 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.

- c. Submit one copy of the site plan and floor plan and the processing fee to the Planning Division for addressing purposes.

5. Prior to the issuance of building permits, the following shall be completed:

- a. 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)**
- b. 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.
- c. 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).
- d. A Parking Management Plan for coordination of valet and self-parking operations with parking control barrier gates shall be submitted to the Planning Division for review and approval.

6. The structure cannot be occupied, the final building permit cannot be approved, and utilities cannot be released, and Certificate of Occupancy cannot be issued until the following has been completed:

- a. 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)**
- b. Relocation of the Public Pedestrian Easement (from that shown on recorded Tract Map No. 16338) shall be recorded. **(PW)**
- c. All improvements are completed in accordance with approved plans, as except as provided for by conditions of approval.

7. Signage shall be reviewed under separate permits and applicable processing.

8. 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.

9. 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 Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning may be required pursuant to the provisions of HBZSO Section 241.18.
10. Entitlement Plan Amendment No. 13-005/ Special Permit No. 13-003 shall become null and void unless exercised within two years of the date of final approval by the Planning Commission 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:

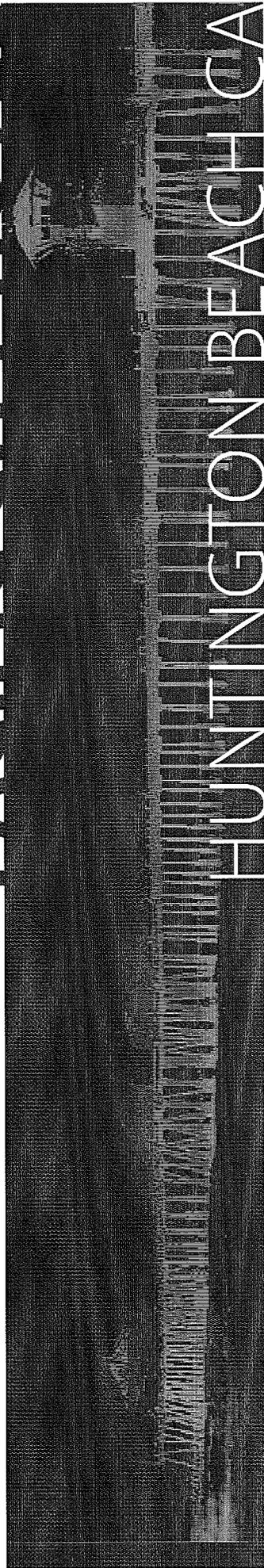
The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, 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.

RECEIVED

JAN 24 2014

Dept. of Planning
& Building

PACIFIC CITY HOTEL HUNTINGTON BEACH CA



DESIGN ARCHITECT:
WATG NA, Inc.
8001 IRVINE CENTER DRIVE, SUITE 500
IRVINE, CA 92618
(949) 574-8500
PROJECT NO: 134012

PROJECT DESCRIPTION:
VISITOR SERVING MIXED USE COMMERCIAL
8 STORY 250 ROOM HOTEL, MEETING SPACE, SPA, RESTAURANT
DOWNTOWN SPECIFIC PLAN DISTRICT No. 2
GENERAL PLAN DESIGNATION: CV-F7-SP
ZONING DESIGNATION: SP5-CZ
DOWNTOWN SPECIFIC PLAN - COSTAL ZONE OVERLAY
MIXED CONSTRUCTION TYPE: TYPE 1A (BASEMENT LEVELS); TYPE 1B (TOWER & PODIUM LEVELS)

PROJECT ADDRESS:
21002 PACIFIC COAST HIGHWAY
HUNTINGTON BEACH, CA 92648
A.P. No. 024-272-02
PARCEL No. 2 LOT No. 3
TENTATIVE TRACT No. 16338Z
LOT LINE ADJUSTMENT No. 2013-002

APPLICANT / OWNER: R.D. OLSON DEVELOPMENT
ADDRESS: 2955 MAIN STREET, SUITE 300
IRVINE, CA 92614
TELEPHONE NO.: (949) 474-2001

PREVIOUS APPROVED ENTITLEMENT DOCUMENTS:
-TENTATIVE TRACK MAP No. 16338
-CONDITIONAL USE PERMIT No. 02-20
-SPECIAL PERMIT No. 02-04
-COASTAL DEVELOPMENT PERMIT No. 02-12
-EPA 2008-001 (PLANNING APPLICATION No. 2008-0013)
-MITIGATION MONITORING PROGRAM (FROM EIR-STATE CLEARINGHOUSE No. 2003011024)

EPA SUBMITTAL
JANUARY 21, 2014

WATG

R.D. OLSON
DEVELOPMENT

A-001
Project 19812

COMBINED PARKING SPACE COMPARISON MATRIX (2004 AND 2008 STANDARDS):
(2004, 2008, & 2013 HOTEL PLANS COMPARISON)

USE	CODE REQUIRED	APPROVED 2004 HOTEL PLAN SPACES	REQUIRED 2008 HOTEL PLAN SPACES	REVISED 2008 HOTEL PLAN SPACES	REQUIRED 2013 HOTEL PLAN SPACES	PROPOSED 2013 HOTEL PLAN SPACES
HOTEL	1.1 ROOM	442	442	275	255	275 + 2 = 277
- RESTAURANT	1/100 SF	5,000 SF	50	4,500 SF	49	5,800 SF
- BANQUET	INCLUDED	9,300 SF (NET)*	0	8,350 SF	0	6,720 SF
- HEALTH SPA	INCLUDED	15,000 SF	0	9 ROOMS	0	8 ROOMS
SUB-TOTAL			492	324		335

*16,000 gross s.f. of meeting and banquet facilities, 9,300 sf net includes meeting and banquet facilities only.

COMPARISON PARKING MATRIX



WEEKEND HOTEL SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach

Land Use	Signature Hotel Restaurant	Hotel Spa	Leisure Hotel	Banquet	Total Hotel Shared Parking Demand
Time of Day	Number of Spaces [4]	Number of Spaces [5]	Number of Spaces	Number of Spaces	Number of Spaces
6:00 AM	0	3	225	0	228
7:00 AM	2	3	236	0	241
8:00 AM	3	3	250	20	282
9:00 AM	5	4	226	41	291
10:00 AM	7	4	207	41	274
11:00 AM	9	4	207	41	271
12:00 PM	13	4	195	44	272
1:00 PM	14	4	207	44	282
2:00 PM	12	4	207	44	282
3:00 PM	12	4	214	44	291
4:00 PM	16	8	220	68	327
5:00 PM	20	7	225	68	335
6:00 PM	20	5	223	68	331
7:00 PM	20	5	235	68	342
8:00 PM	21	3	246	68	350
9:00 PM	20	1	242	34	312
10:00 PM	19	1	254	0	289
11:00 PM	11	0	248	0	274
12:00 AM	11	0	248	0	274

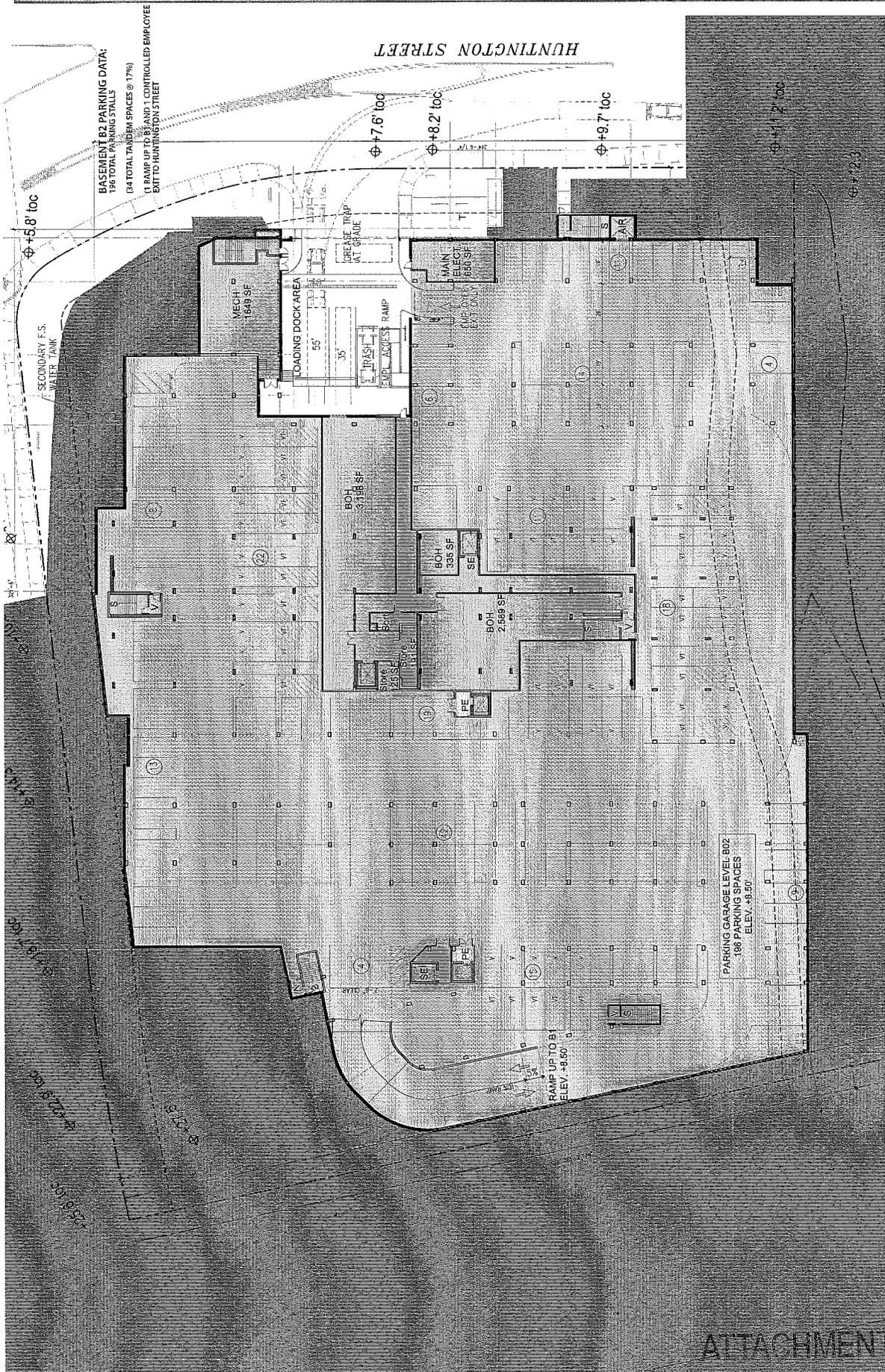


WEEKDAY HOTEL SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach

Land Use	Signature Hotel Restaurant	Hotel Spa	Leisure Hotel	Banquet	Total Hotel Shared Parking Demand
Time of Day	Number of Spaces [4]	Number of Spaces [5]	Number of Spaces	Number of Spaces	Number of Spaces
6:00 AM	0	6	205	0	226
7:00 AM	2	6	219	0	242
8:00 AM	4	6	244	23	291
9:00 AM	6	7	222	46	296
10:00 AM	9	7	206	46	283
11:00 AM	11	7	206	46	285
12:00 PM	15	7	195	50	282
1:00 PM	15	7	195	50	292
2:00 PM	14	7	206	50	288
3:00 PM	10	7	211	50	294
4:00 PM	16	9	210	77	327
5:00 PM	18	8	203	77	321
6:00 PM	19	6	191	77	308
7:00 PM	19	4	202	77	317
8:00 PM	10	2	213	77	326
9:00 PM	18	2	212	39	287
10:00 PM	15	2	216	0	284
11:00 PM	15	0	216	0	284
12:00 AM	6	0	213	0	234

Notes:
 [1] Source: ULJ - Urban Land Institute "Shared Parking," Second Edition, 2005.
 [2] Parking rates for all land uses based on ULJ procedure normalized to express percentage in terms of absolute peak demand ratios.
 [3] Required parking spaces determined based on 1 person per 30 SF and 2.5 persons per vehicle.
 [4] Signature Hotel Restaurant base parking demand consists of 9 employees and 12 non-guest customers.
 [5] Hotel Spa base parking demand consists of 8 employees and 1 non-guest customer.

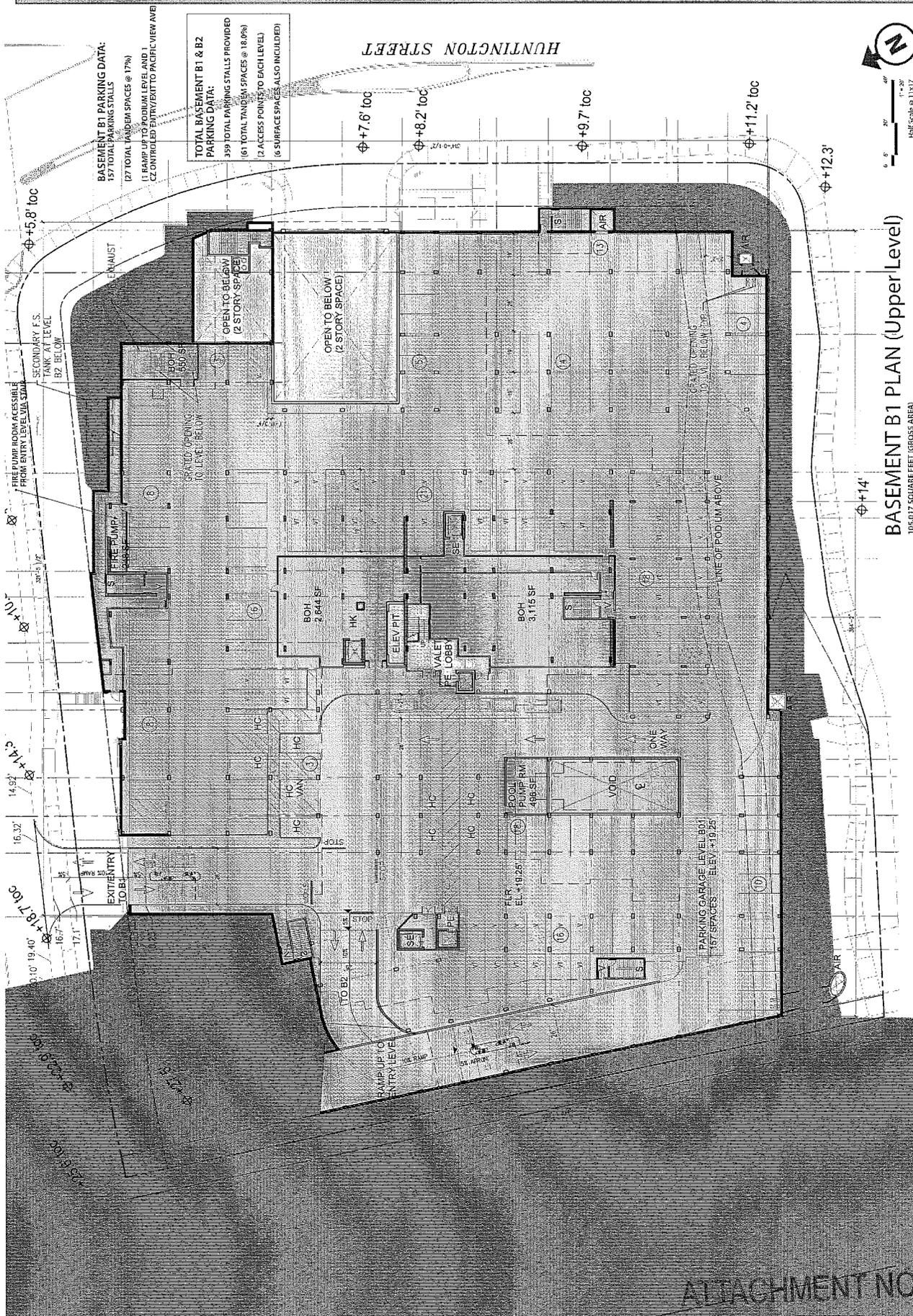
PARKING MATRIX



BASEMENT B2 PARKING DATA:
196 TOTAL PARKING SPACES @ 17%
(84 TOTAL UNDER SPACES @ 17%)
(1 RAMP UP TO B1 AND 1 CONTROLLED EMPLOYEE EXIT TO HUNTINGTON STREET)

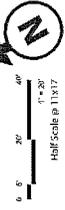


BASEMENT B2 PLAN (Lower Level)
105,783 SQUARE FEET (GROSS AREA)

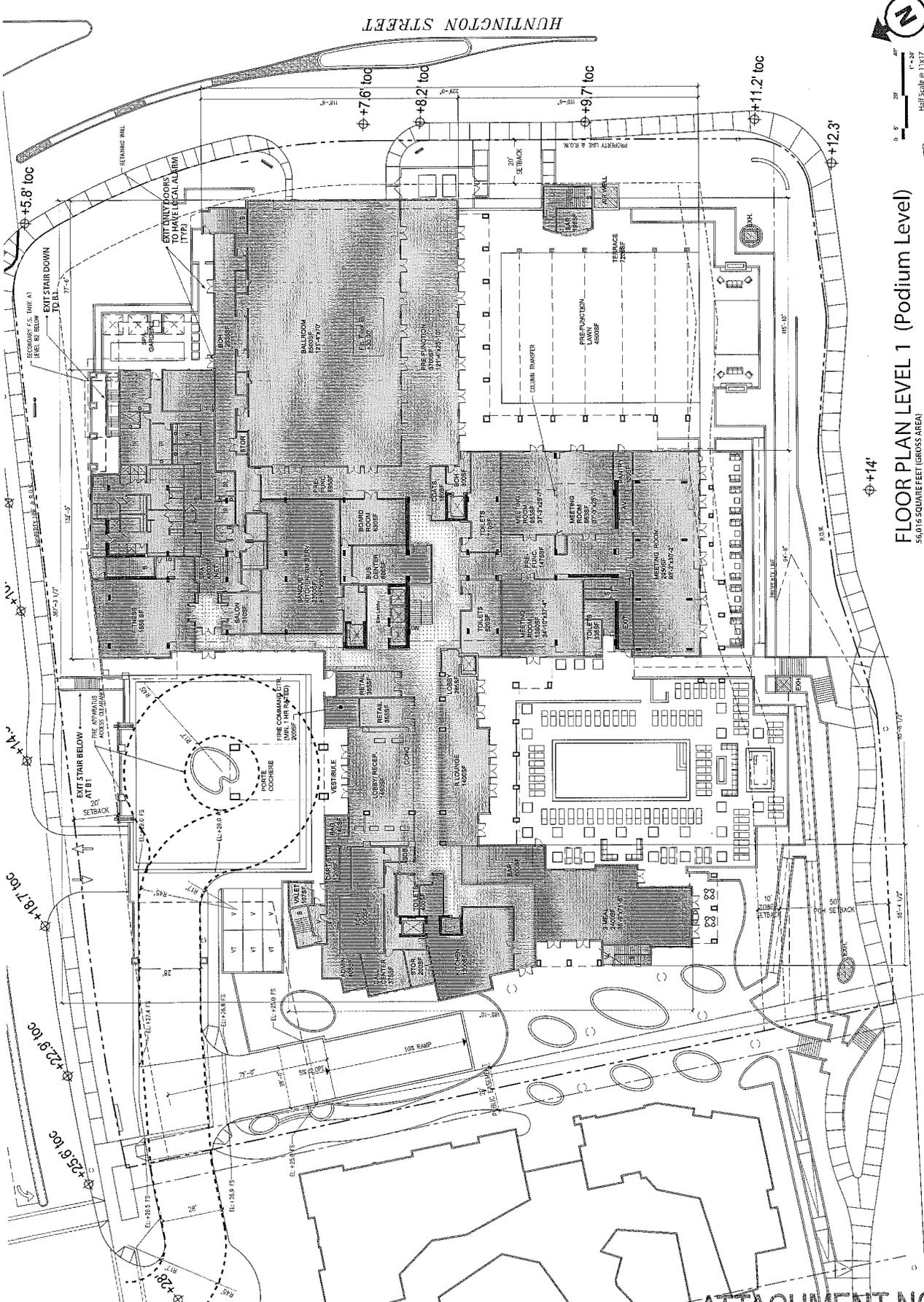


BASEMENT B1 PARKING DATA:
157 TOTAL PARKING SPACES
(27 TOTAL TANDUM SPACES @ 17%)
(1) RAMP UP TO PODIUM LEVEL AND 1
CZ CONTROLLED ENTRY/EXIT TO PACIFIC VIEW AVE)

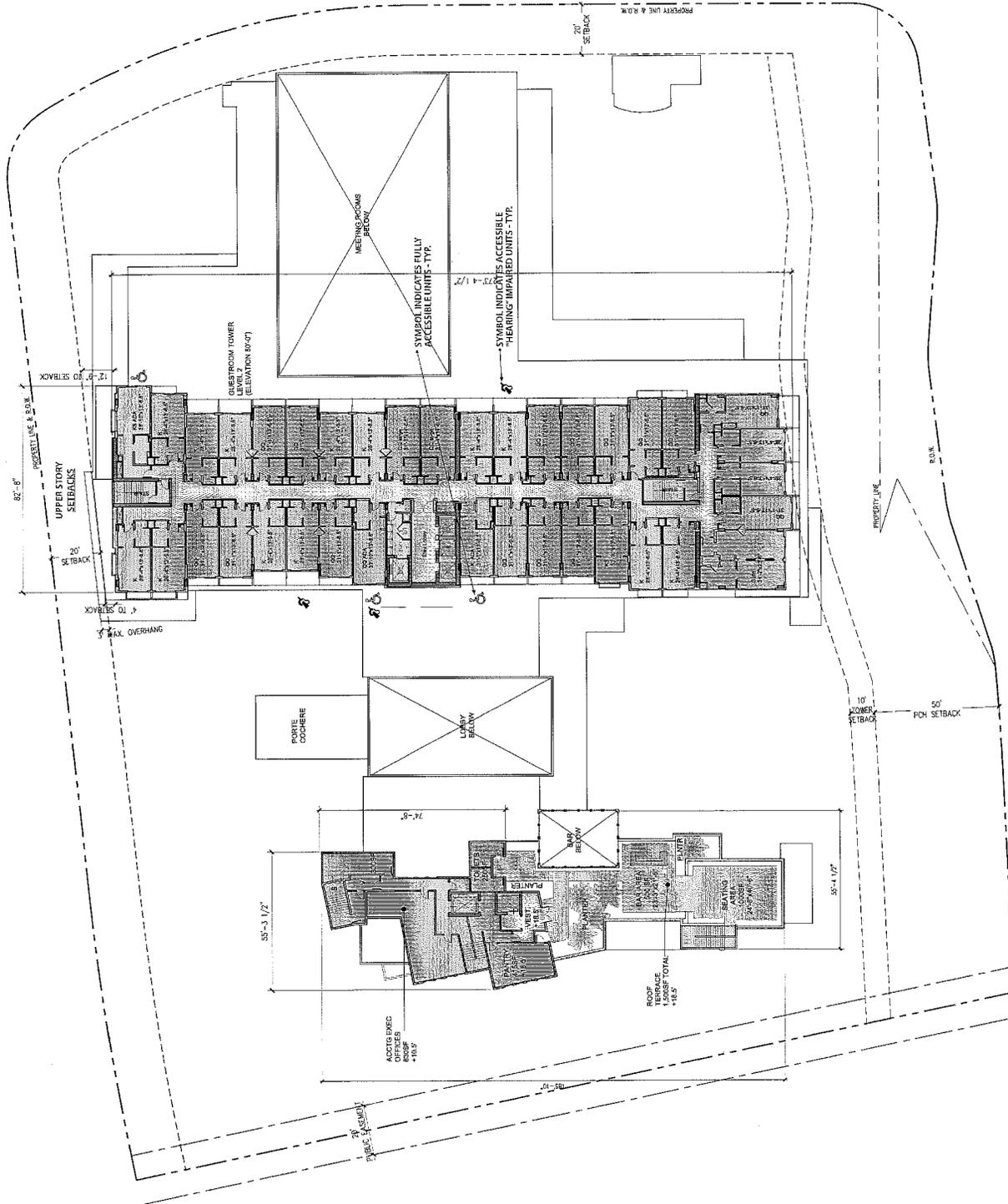
**TOTAL BASEMENT B1 & B2
PARKING DATA:**
359 TOTAL PARKING SPACES PROVIDED
(61 TOTAL TANDUM SPACES @ 18.0%)
(2 ACCESS POINTS TO EACH LEVEL)
(6 SURFACE SPACES ALSO INCLUDED)



BASEMENT B1 PLAN (Upper Level)
105,017 SQUARE FEET (GROSS AREA)

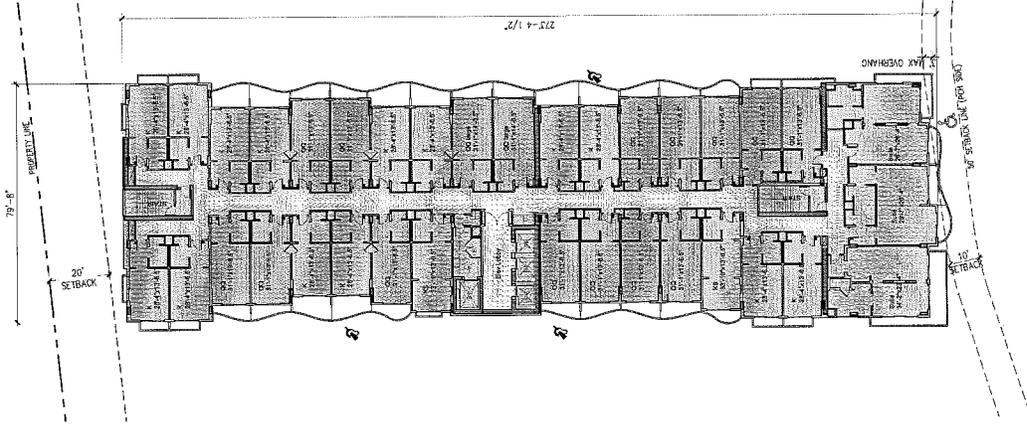


FLOOR PLAN LEVEL 1 (Podium Level)
56,616 SQUARE FEET (GROSS AREA)

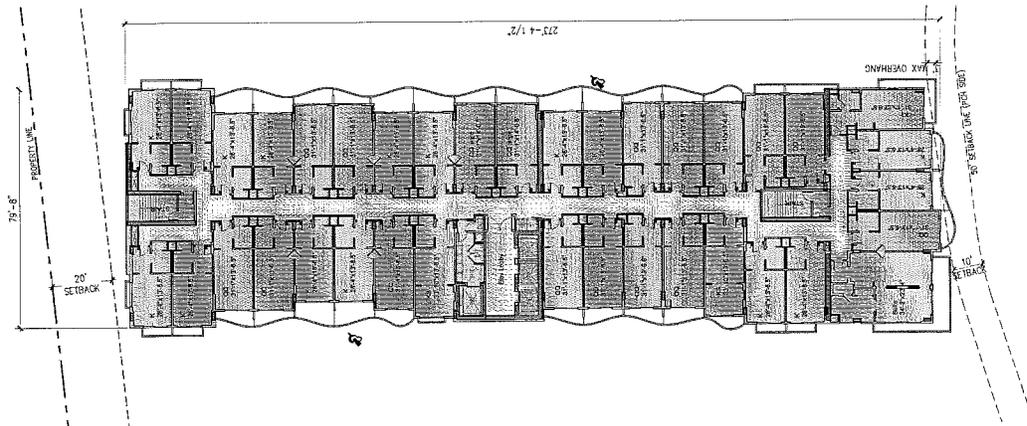


FLOOR PLAN LEVEL 2 (Podium Level & Tower Plan)

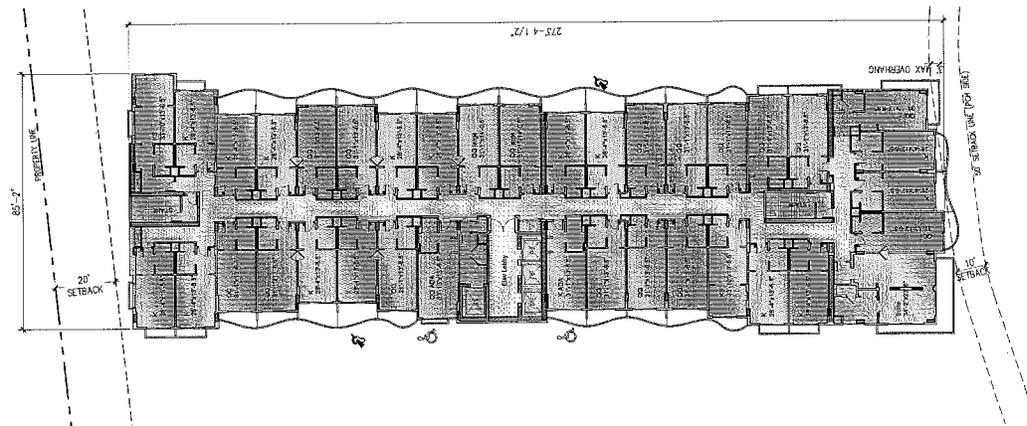
PODIUM FLOOR = 3,280 SQUARE FEET (GROSS AREA)
TOWER FLOOR = 19,480 SQUARE FEET (GROSS AREA)



FLOOR PLAN LEVEL 7
TOWER FLOOR = 19,419 SQUARE FEET (GROSS AREA)



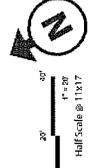
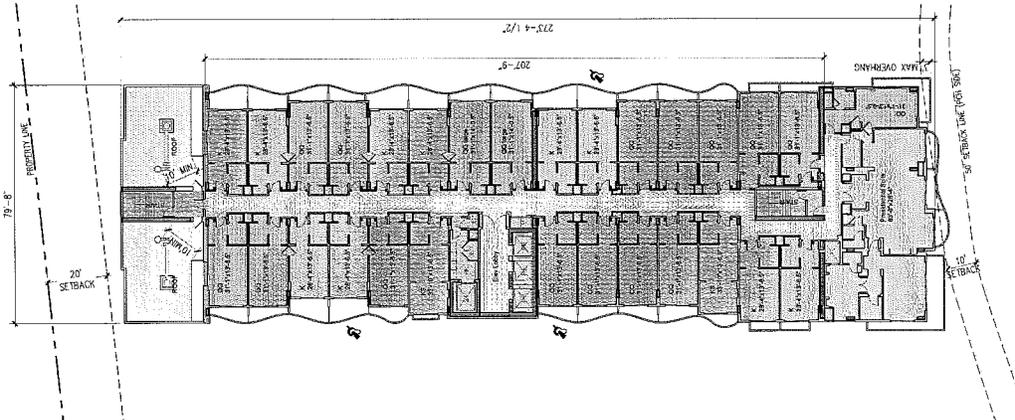
FLOOR PLAN LEVEL 6
TOWER FLOOR = 19,419 SQUARE FEET (GROSS AREA)



FLOOR PLAN LEVELS 3 - 5
TOWER FLOOR = 19,419 SQUARE FEET (GROSS AREA) PER FLOOR PLATE



FLOOR PLAN LEVELS 3 - 7 (Tower Plans)



FLOOR PLAN LEVEL 8
TOWER FLOOR = 17,581 SQUARE FEET (GROSS AREA)

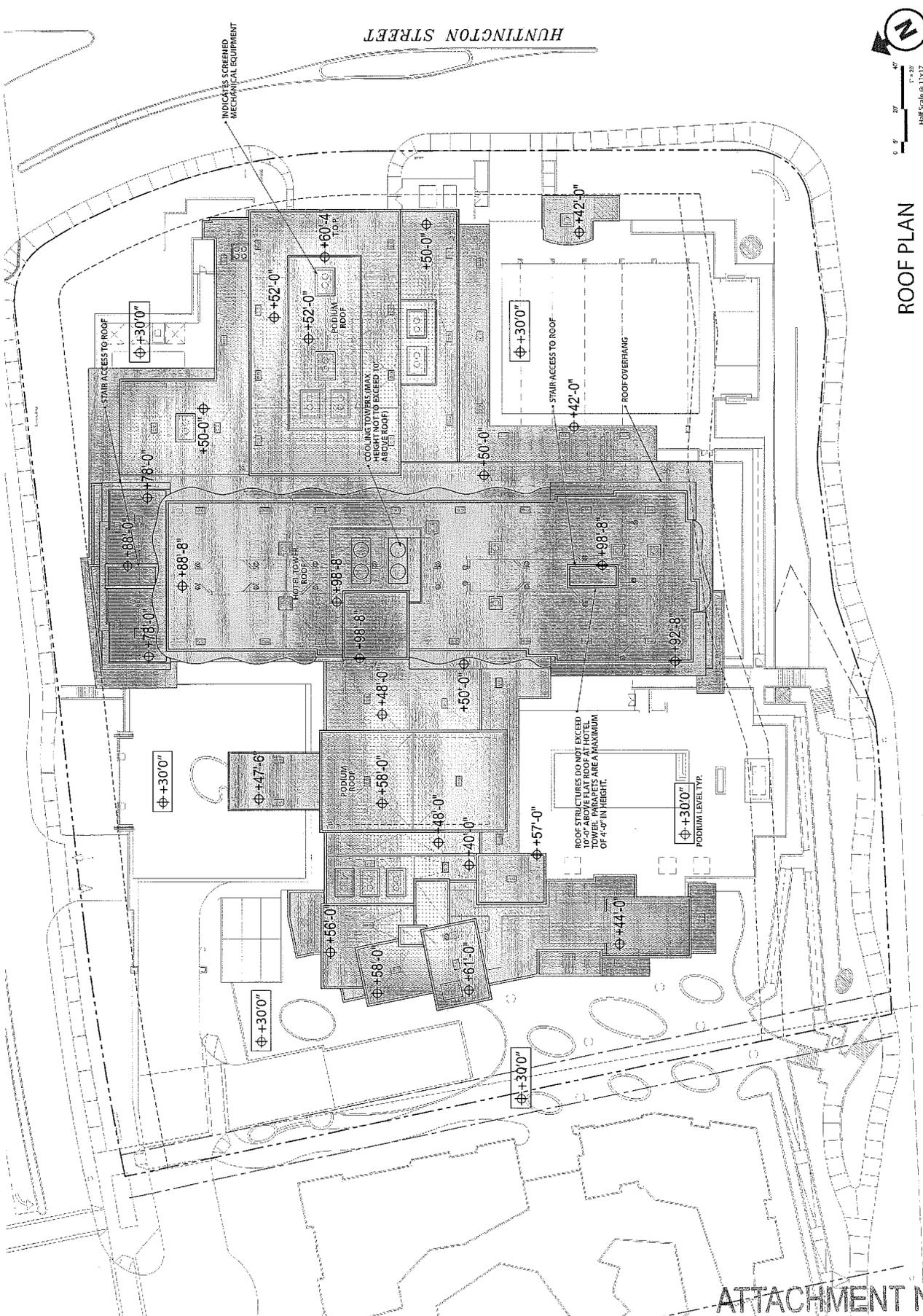
FLOOR PLAN LEVEL 8 (Tower Plan)

UNIT TYPE (Area Summary - Gross Areas)	LEVEL										TOTAL	%
	2	3	4	5	6	7	8	10	100			
King	15	15	15	15	16	14	10	-	-	4	42	
King ADA	13'-6.5" x 28'-4" = 383.7 sf	01	01	01	01	-	-	-	-	-	-	
Queen	15	15	15	15	15	16	14	15	105	49		
Queen ADA	13'-6.5" x 31'-1" = 411.4 sf	02	02	02	02	02	02	02	14	4		
Queen Deluxe	14'-0.5" x 31'-1" = 471.5 sf	01	01	01	01	01	-	-	-	-		
Queen ADA	13'-6.5" x 33'-10" = 448.7 sf	01	01	01	01	01	-	-	-	-		
King Suite	13'-6.5" x 33'-10" = 497.7 sf	01	02	02	02	02	02	02	13	9		
King Suite ADA	13'-6.5" x 36'-10" = 537.7 sf	01	01	01	01	01	01	01	6	1		
Suite	34'-2" x 23'-4" = 776.4 sf	-	-	-	-	-	-	-	1	-		
Suite ADA	26'-7" x 26'-4" = 784.3 sf	-	-	-	-	-	-	-	1	-		
Pres. Suite	26'-7" x 26'-4" = 784.3 sf	-	-	-	-	-	-	-	1	-		
Pres. Suite ADA	63'-8" x 28'-4" = 2,002.1 sf	-	-	-	-	-	-	-	01	1		
TOTAL		37	37	37	37	37	35	30	250	100		

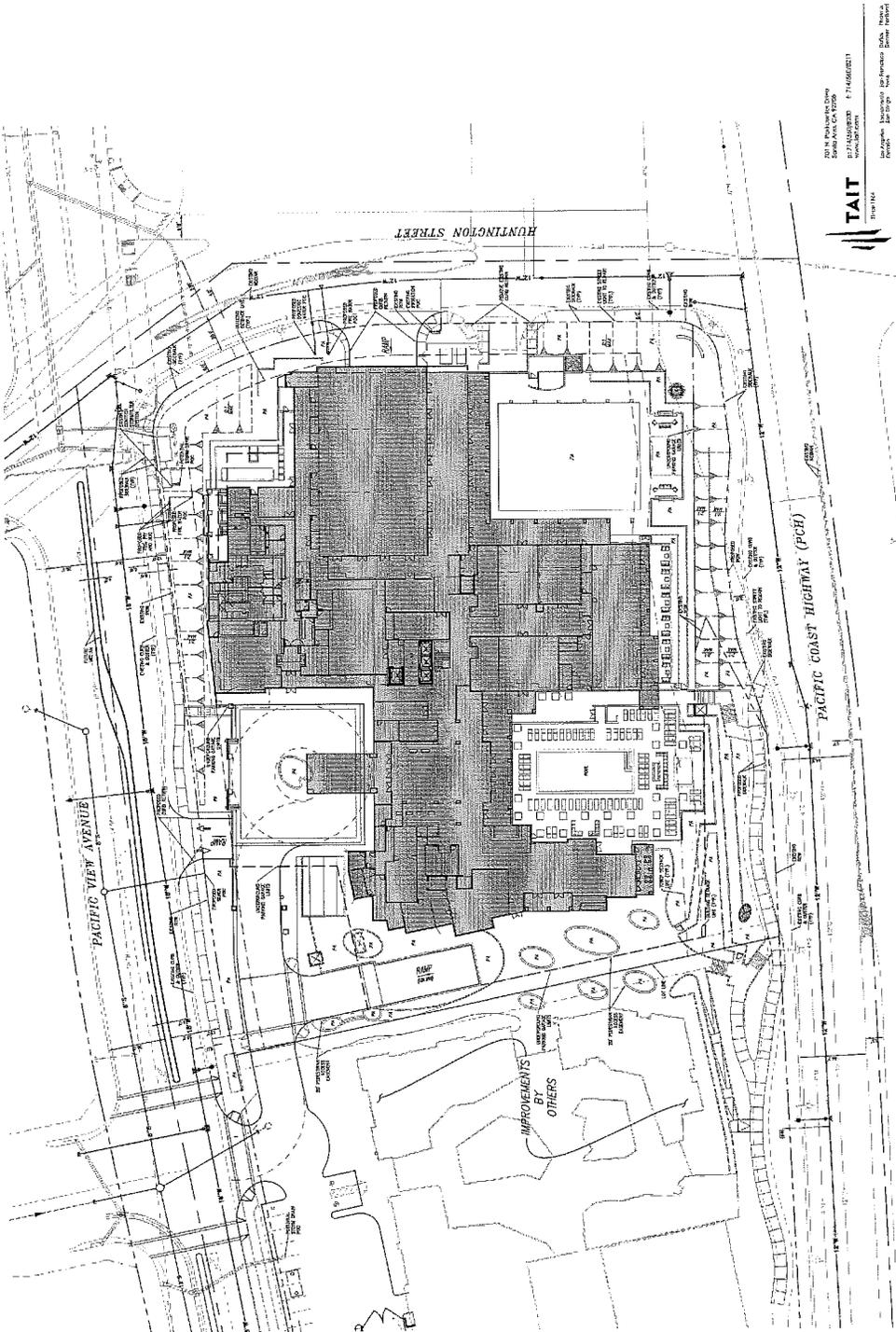
BUILDING AREA ANALYSIS MATRIX:
3/21/2014

FLOOR LEVEL:	GROSS AREA:
B2 - BASEMENT (LOWER LEVEL PARKING AND BOH)	13967 SF
** Back of House and Circulation	91816 SF
** Parking and Ramps	
B1 - BASEMENT (UPPER LEVEL PARKING AND BOH)	
** Back of House and Circulation	12082 SF
** Parking and Ramps	92935 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	404232 SF

PROPERTY AREA TO ADJUSTED PROPERTY LINES = 151,951.84 sq. ft. (3.49 ACRES)
TOTAL GROSS FLOOR AREA (Including Basement Levels) = 404,232 sq. ft. (2.66 FAR)



ROOF PLAN



TAIT
TEAM INC.
200 W. Parkhurst Drive
Brea, CA 92620
Tel: 714.991.1100
Fax: 714.991.1101
www.taitteam.com



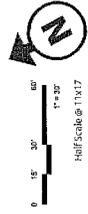
SITE PLAN



CONCEPTUAL GRADING & DRAINAGE PLAN

LEGEND

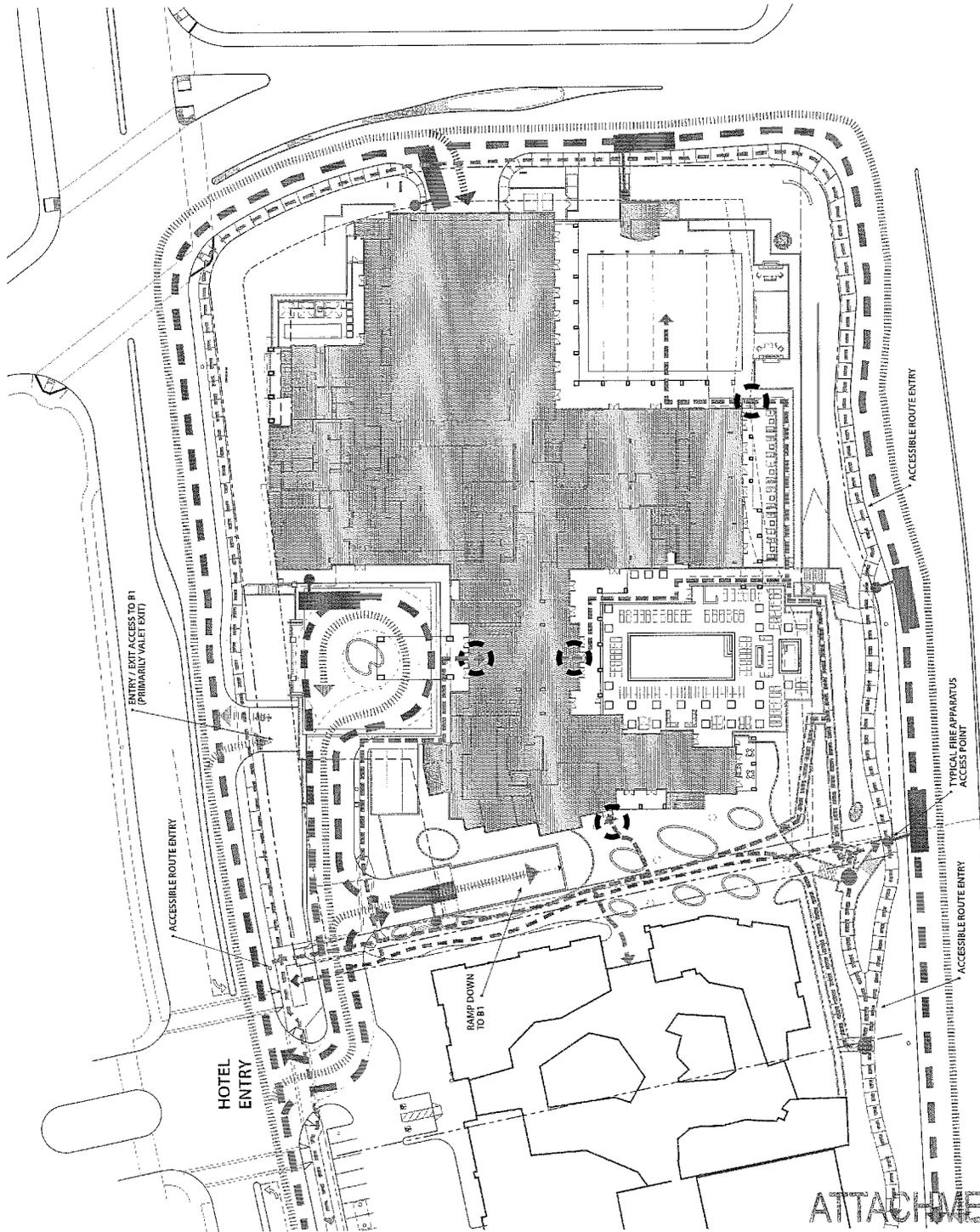
- 1 Entry road
- 2 Hotel Sign
- 3 Arrival Motor Court
- 4 Porte Cochere
- 5 Decorative Paving
- 6 V.I.P. Parking
- 7 Parking Garage Access
- 8 Exterior Patio
- 9 Public Walks
- 10 Service access
- 11 Wood Decking
- 12 Stepping Landscape Terraces
- 13 Formal Lawn with Lighting
- 14 Main Pool
- 15 Spa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



LANDSCAPE CONCEPT - Illustrative Site Plan

LEGEND

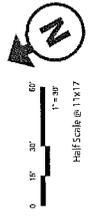
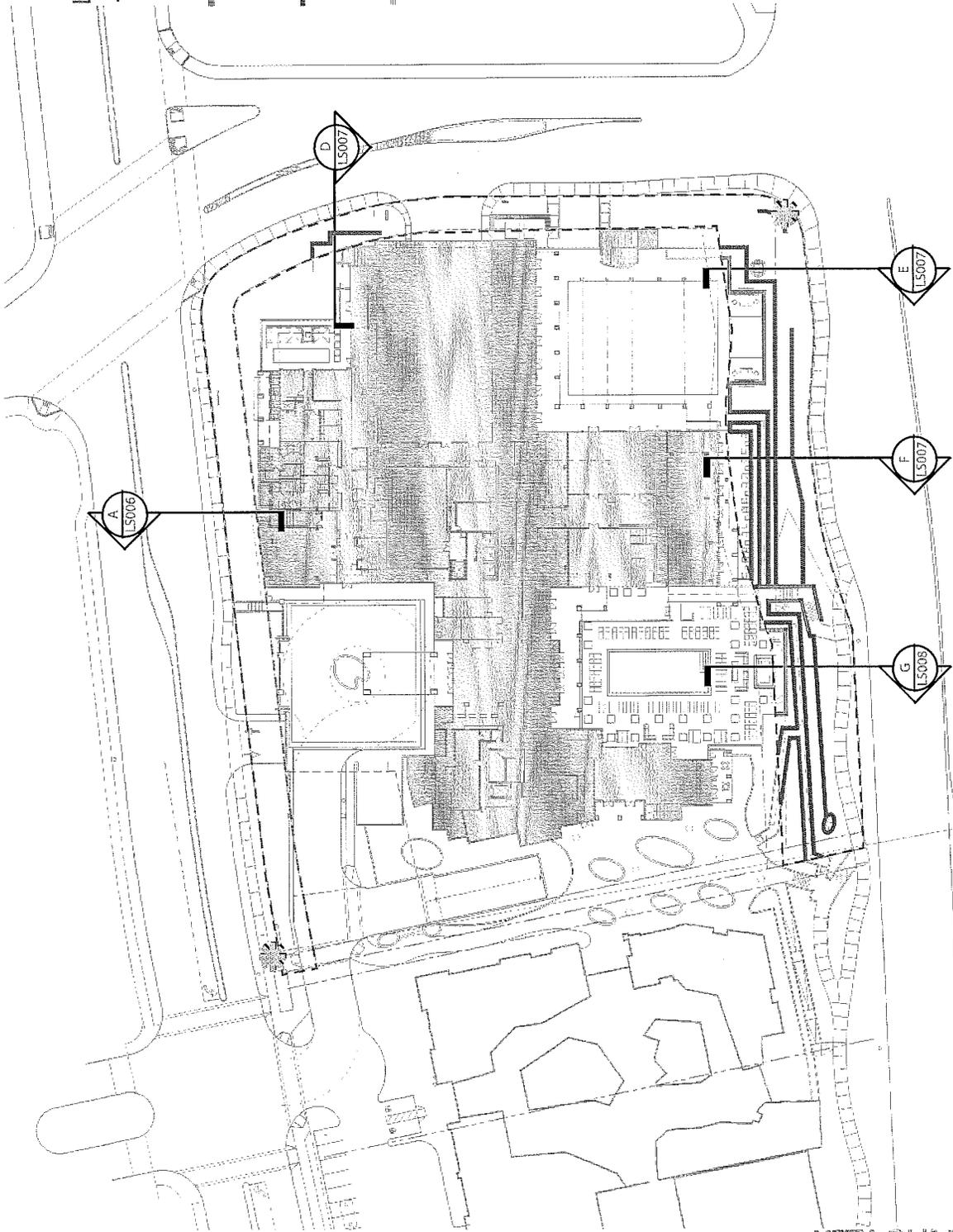
-  Access Points
-  Public Pedestrian Sidewalk
-  Public Pedestrian Easement
-  Accessible Pedestrian Route
-  Public Vehicular Circulation
-  Service Vehicular Access
-  Fire Apparatus Access



LANDSCAPE CONCEPT - Pedestrian/Vehicular/Fire Access Plan

LEGEND

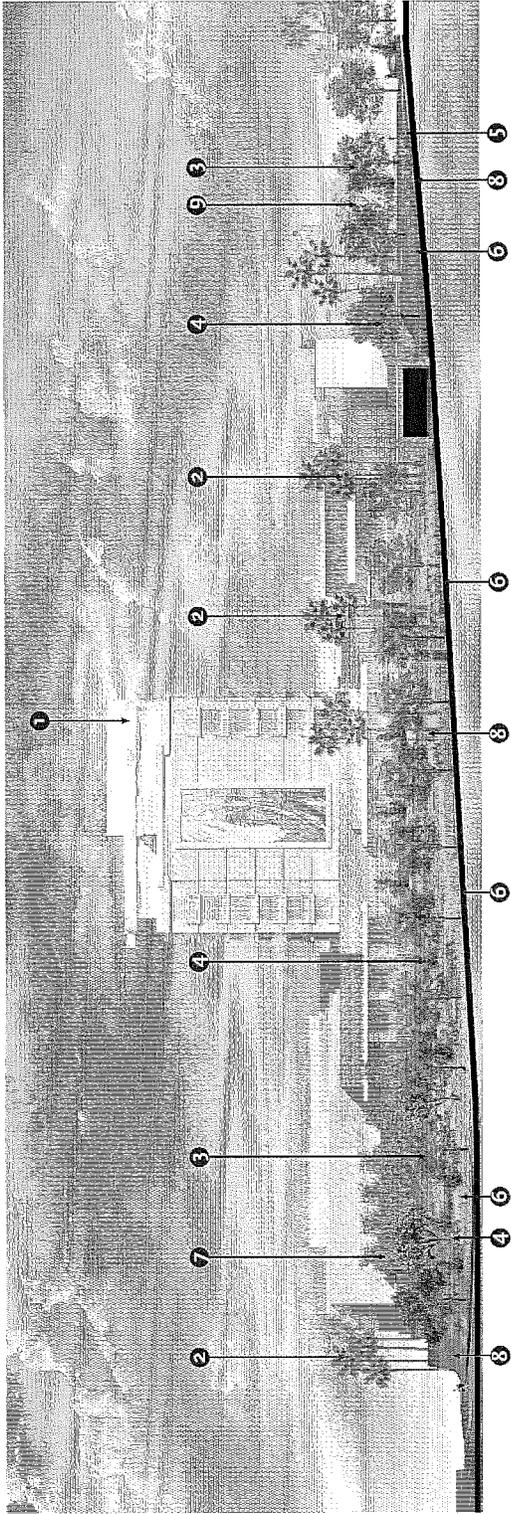
- Setback Zone
-  Corner Project Monument Sign
-  Landscape Retaining Wall (Max. 72" Vertical Face Exposed Walls within setback zone)
-  Landscape Retaining Wall (Max. 42" Vertical Face Exposed Walls within setback zone)
-  Glazing Wind Screen Guardrail (42" H.T. Max.)



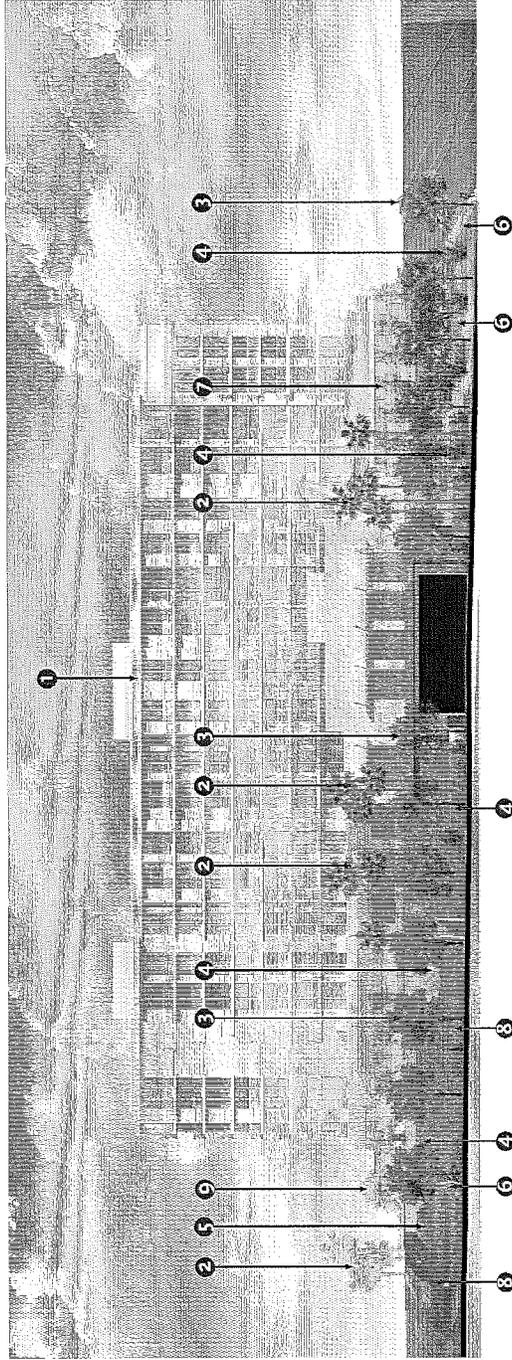
LANDSCAPE CONCEPT - Wall & Fence Plan

LEGEND

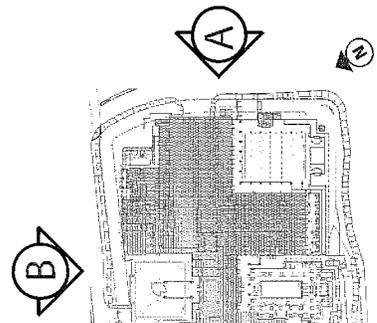
- 1 Hotel Tower Beyond
- 2 Tall Palm Tree Planting
- 3 Canopy Tree Planting
- 4 Understory Tree Planting
- 5 Ornamental Shrub Planting
- 6 Sloped Terrace Planting
- 7 Evergreen Tree Screen
- 8 Retaining Planter Wall
- 9 Accent Tree Planting

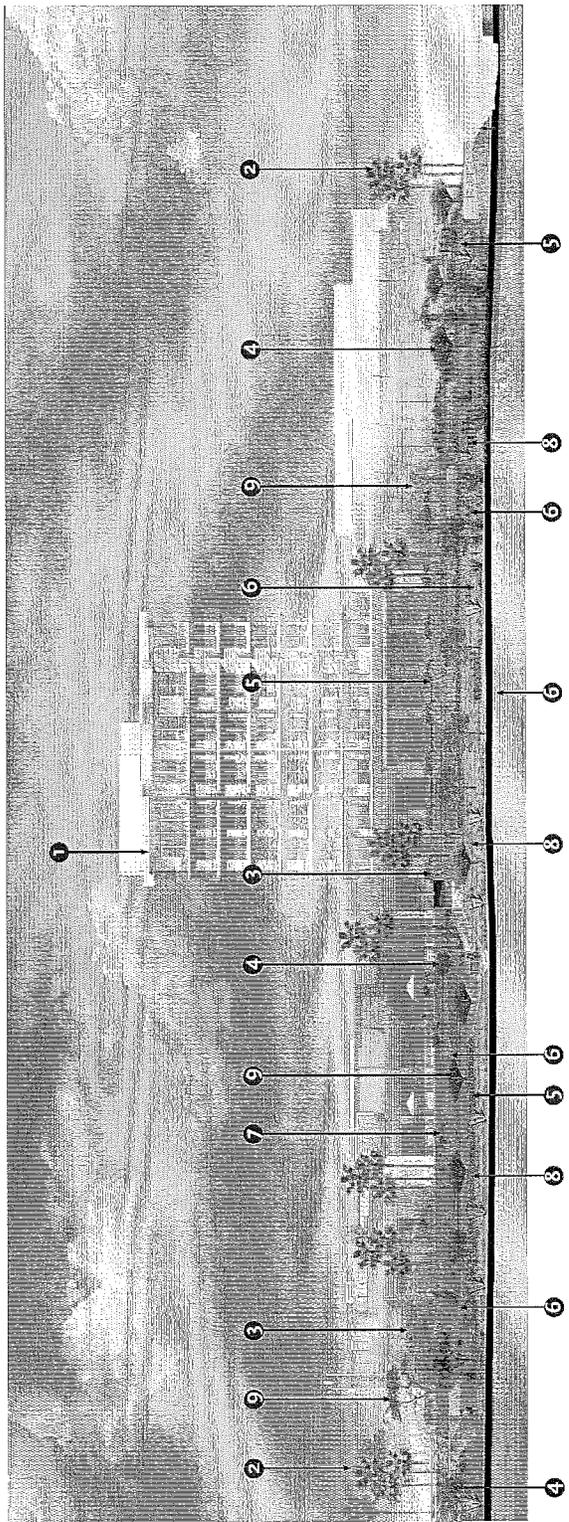


Ⓑ) NORTHEAST ELEVATION (From Pacific View Ave)



Ⓐ) SOUTHEAST ELEVATION (From Huntington Street)





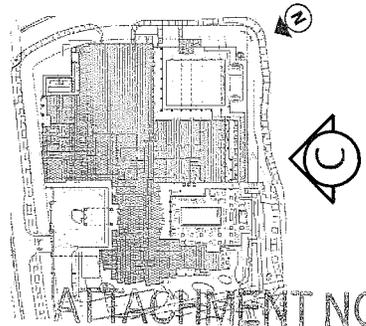
LEGEND

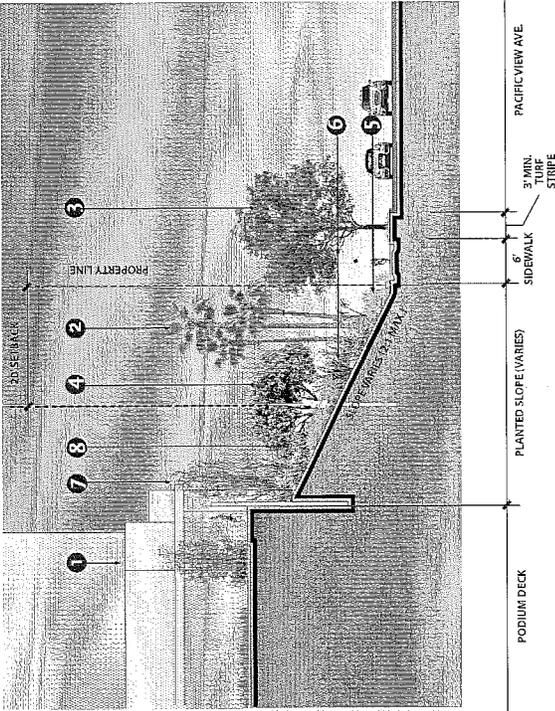
- 1 Hotel Tower Beyond
- 2 Tall Palm Tree Planting
- 3 Canopy Tree Planting
- 4 Understory Tree Planting
- 5 Ornamental Shrub Planting
- 6 Sloped Terrace Planting
- 7 Evergreen Tree Screen
- 8 Retaining Planter Wall
- 9 Accent Tree Planting

© SOUTHWEST ELEVATION (From Pacific Coast Hwy)

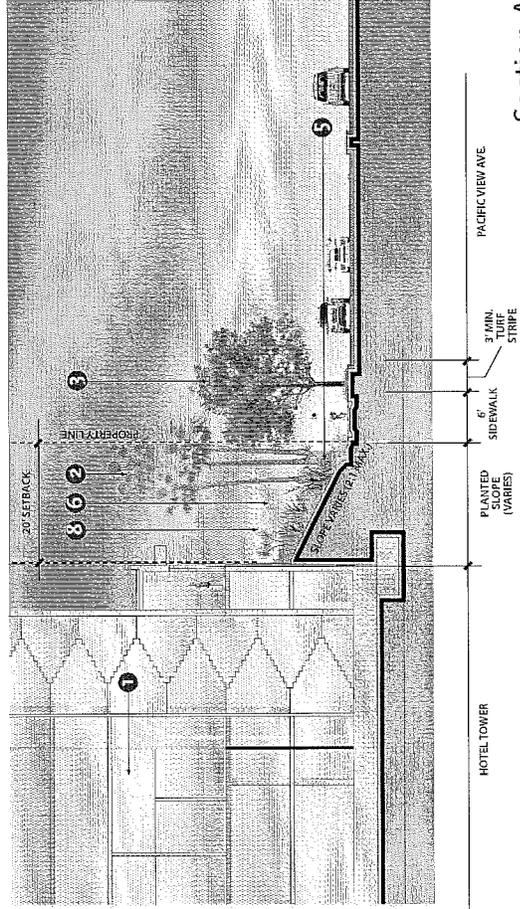


LANDSCAPE CONCEPT - Elevations





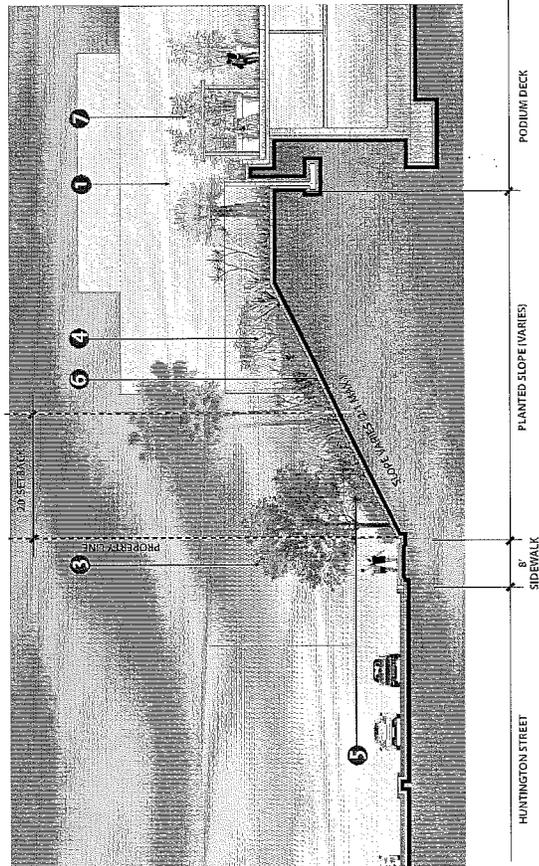
Section B



Section A



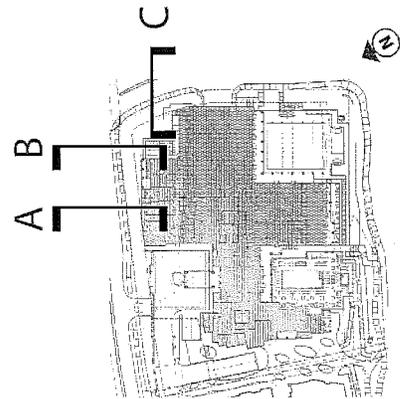
LANDSCAPE CONCEPT - Typical Street Sections

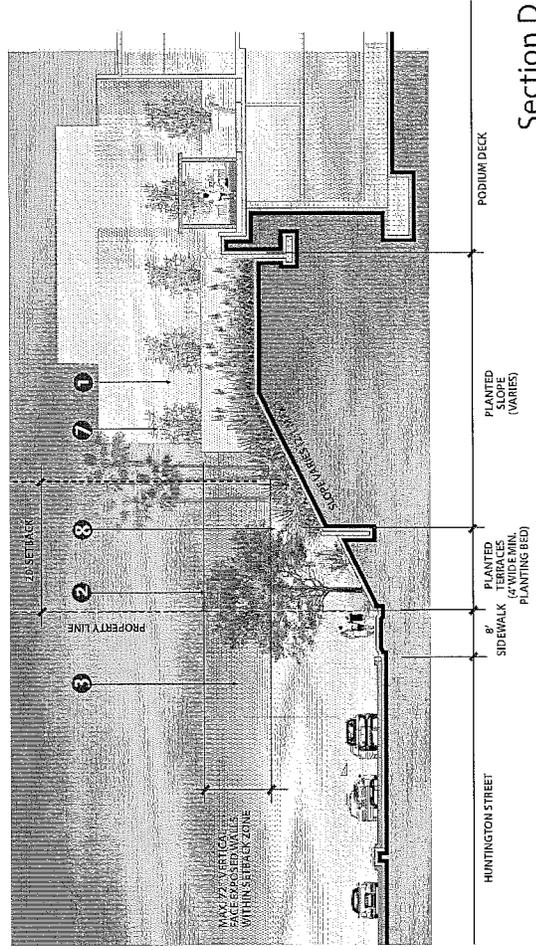
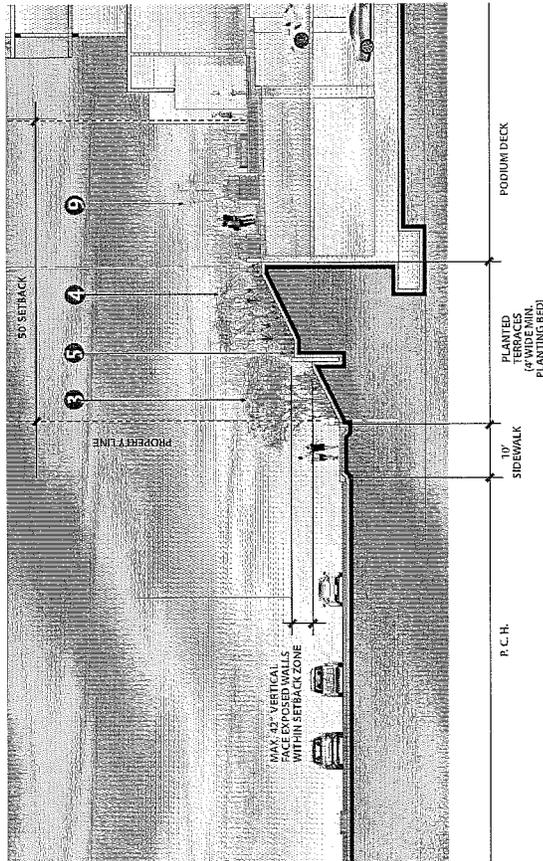
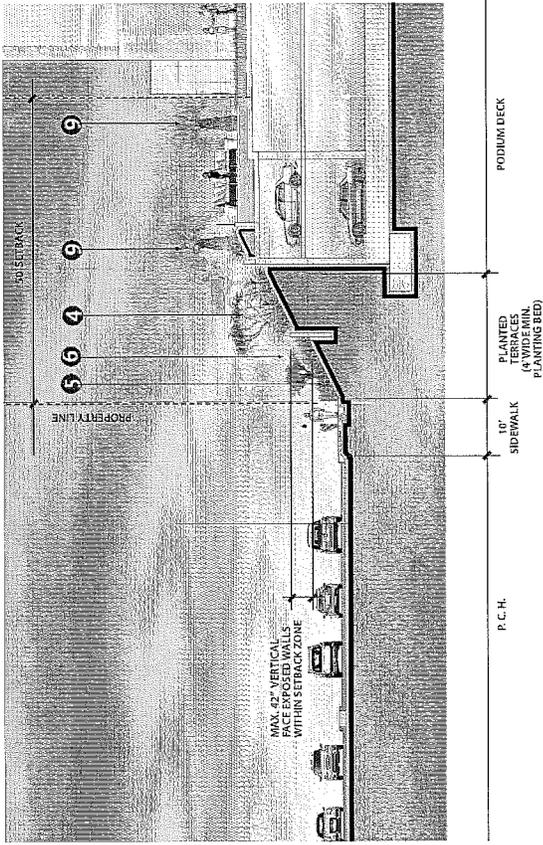


Section C

LEGEND

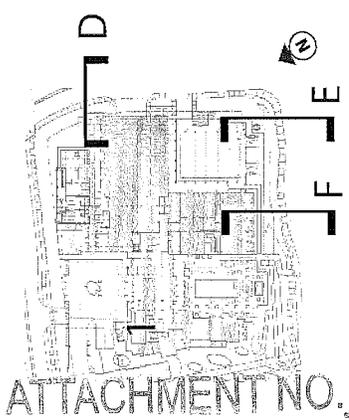
- 1 Hotel Tower Beyond
- 2 Tall Palm Tree Planting
- 3 Canopy Tree Planting
- 4 Understory Tree Planting
- 5 Ornamental Shrub Planting
- 6 Sloped Terrace Planting
- 7 Evergreen Tree Screen
- 8 Retaining Planter Wall
- 9 Accent Tree Planting





LANDSCAPE CONCEPT - Typical Street Sections

- 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



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

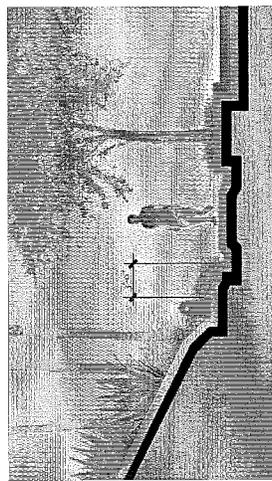


Diagram L

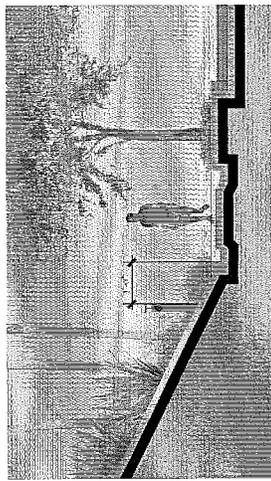


Diagram K

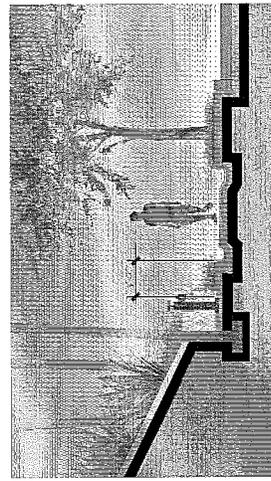
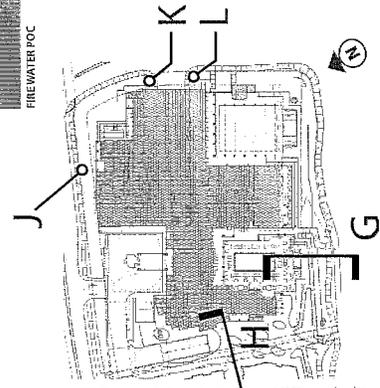
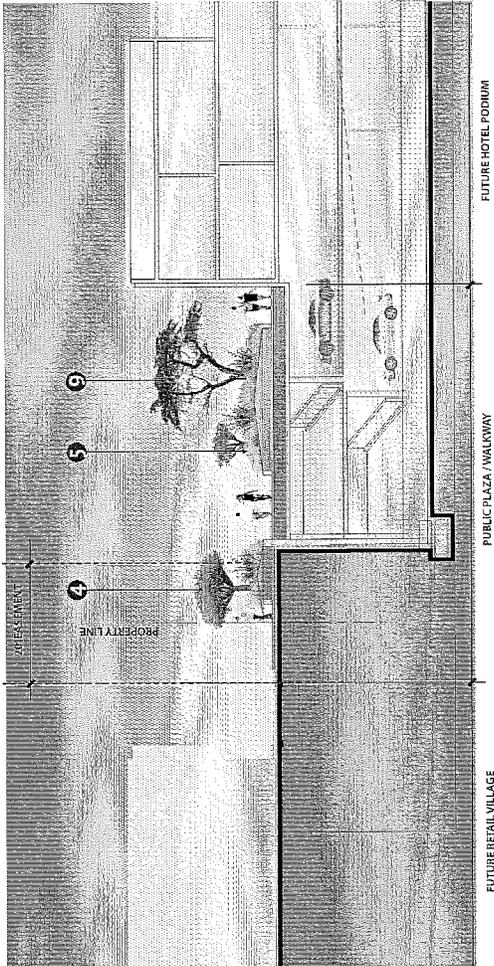


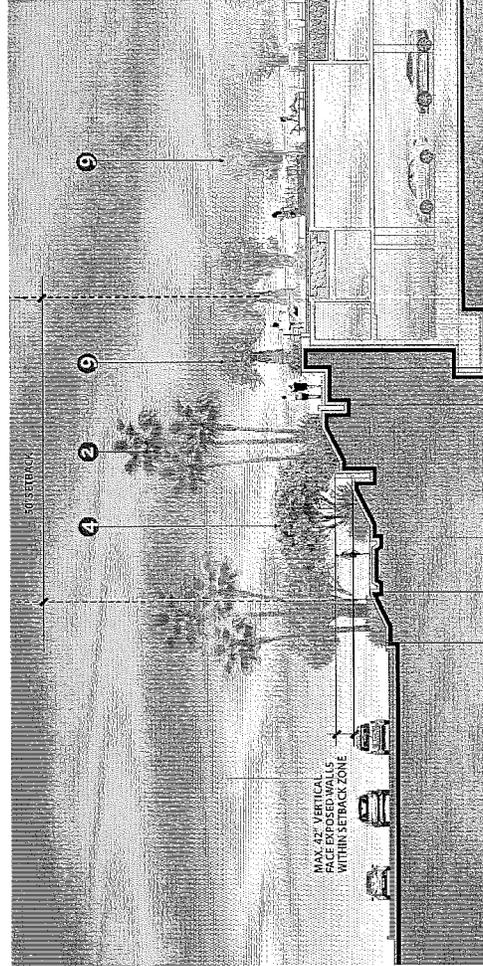
Diagram J



ATTACHMENT NO. 2.21



Section H

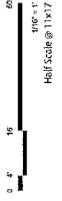
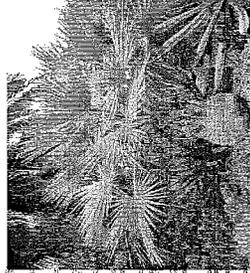
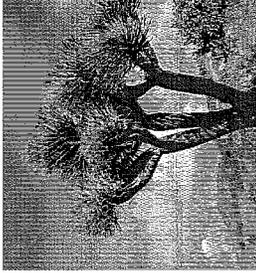
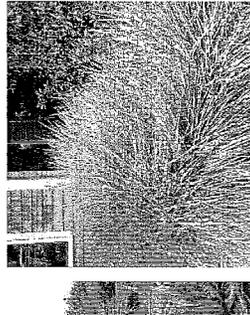
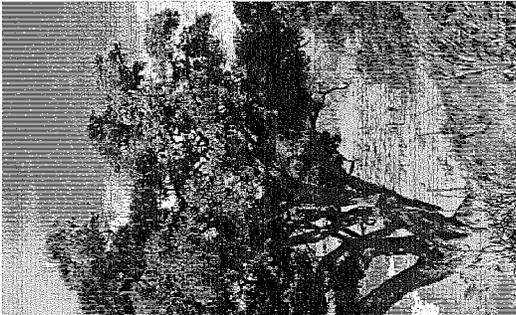
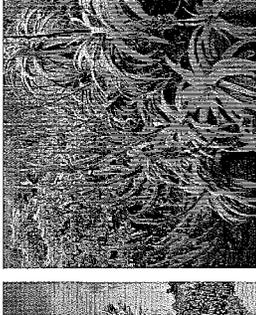
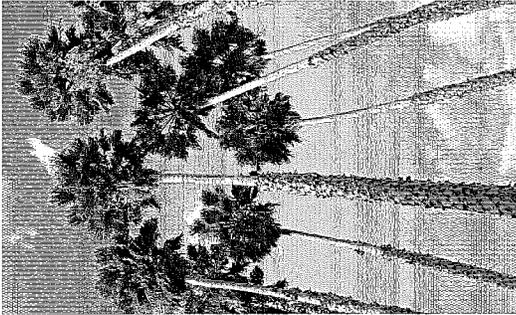
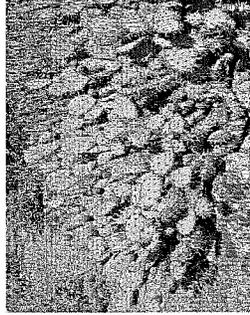
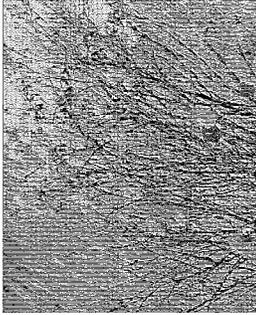


Section G

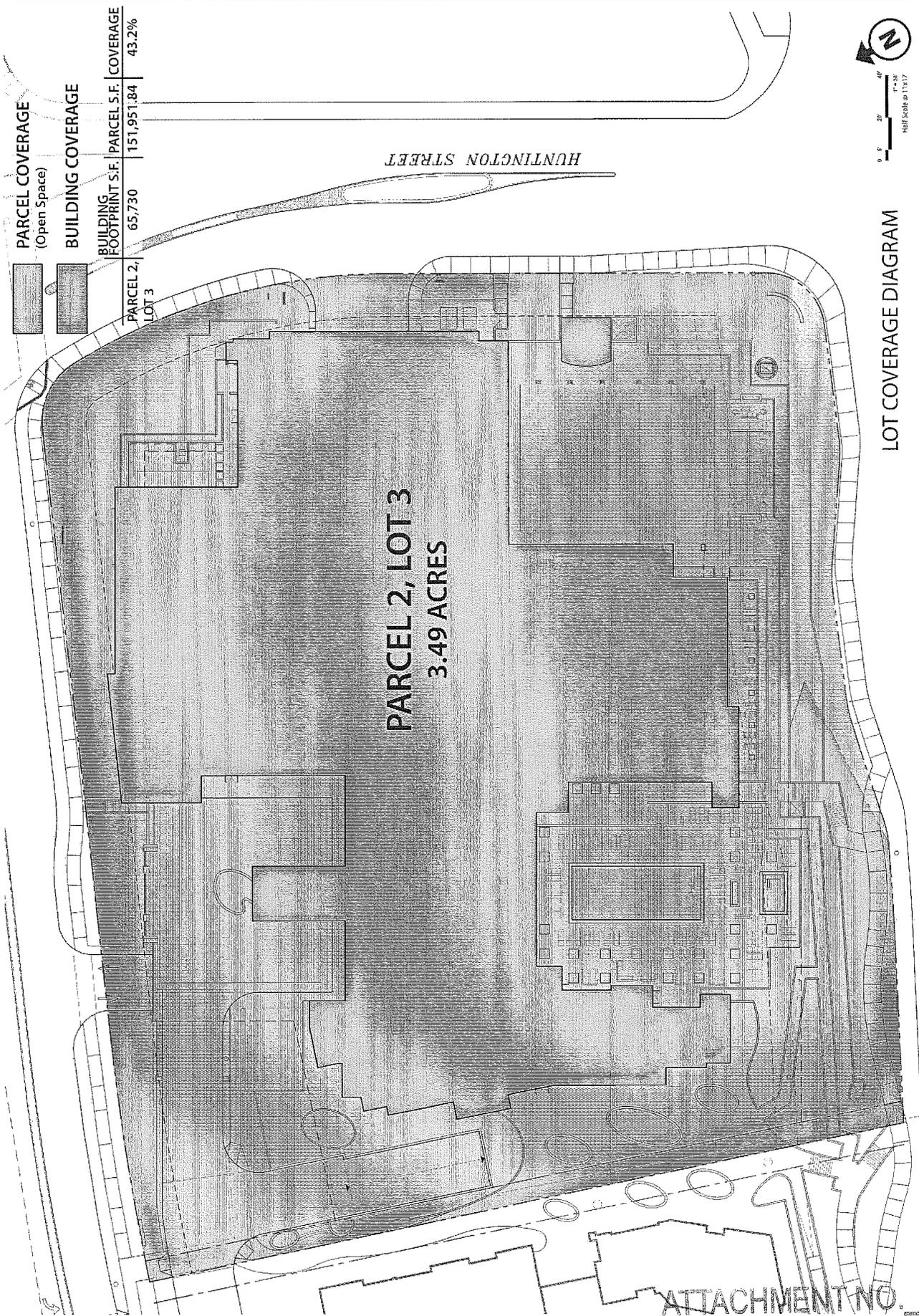


LANDSCAPE CONCEPT - Typical Street Sections

PLANTING MATERIAL PALETTE	
BOTANICAL NAME	COMMON NAME
PALMS:	
Brahea Armata	Mexican Blue Palm
Washingtonia Robusta	Mexican Fan Palm
TREES:	
Dracaena Draco	Dragon Tree
Erythrina Coralloides	Naked Coral Tree
Ficus Nitida	Ficus
Eucalyptus Ficifolia	Red Flowering Gum
Metrosideros Excelsa	New Zealand Christmas Tree
Aloe Bainesii	Tree Aloe
Opuntia	Paddle Cactus
Melaleuca Nesophila	Pink Melaleuca
Cupressus Macrocarpa	Monterey cypress
BAMBOO:	
bambusa Textilis Gracilis	Weaver Bamboo
Semiarundinaria Fastuosa	Temple Bamboo
SHRUBS:	
Agave Species	Agave
Aloe Arborecens	Krantz Aloe
Phormium Species	Flax
Limonium Species	Status
GROUND COVER:	
Dune Grass Species	Dune Grass
Alternanthera Ficoidea	Red Threads
Carissa Species	Carissa

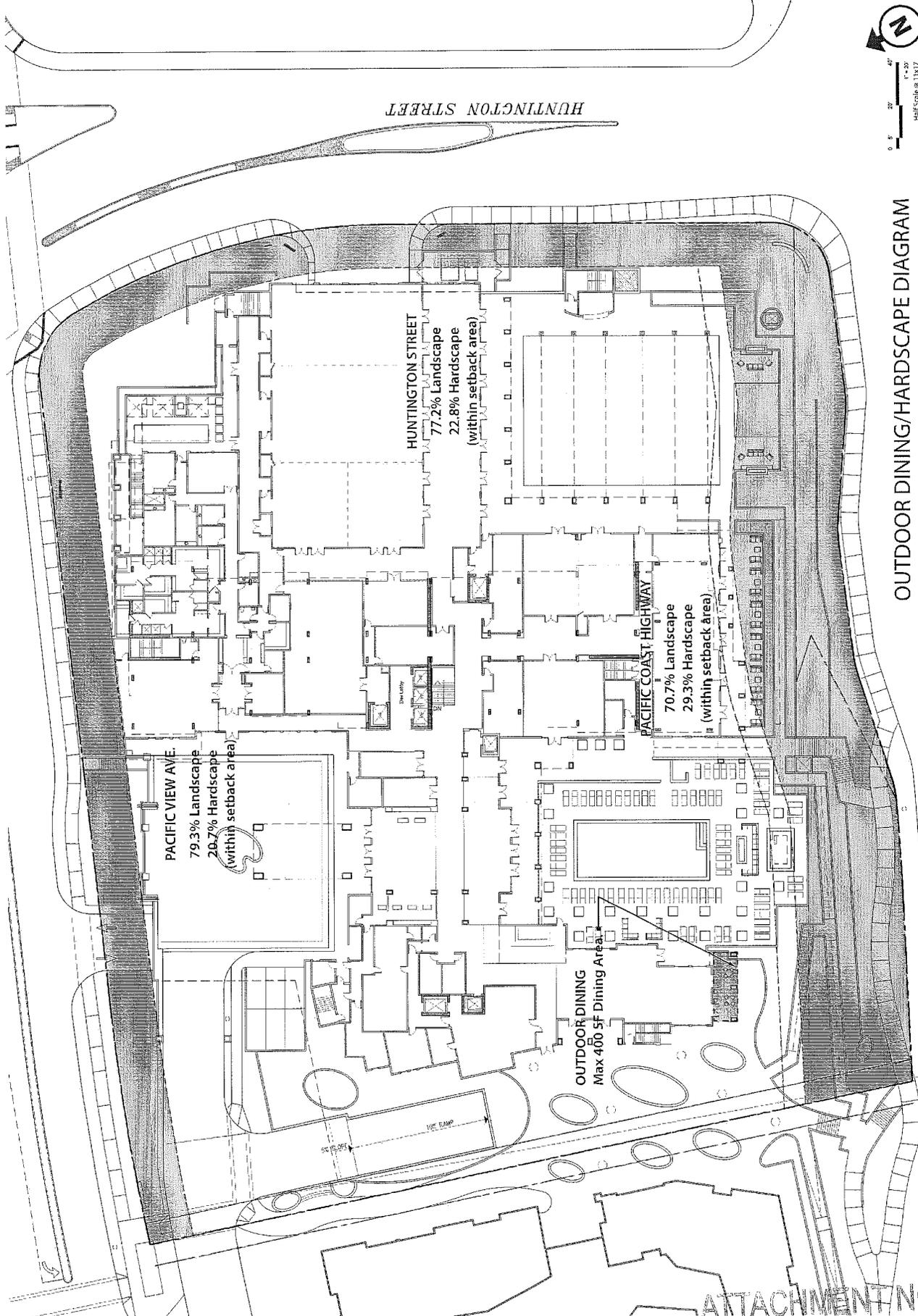


LANDSCAPE CONCEPT - Material Images

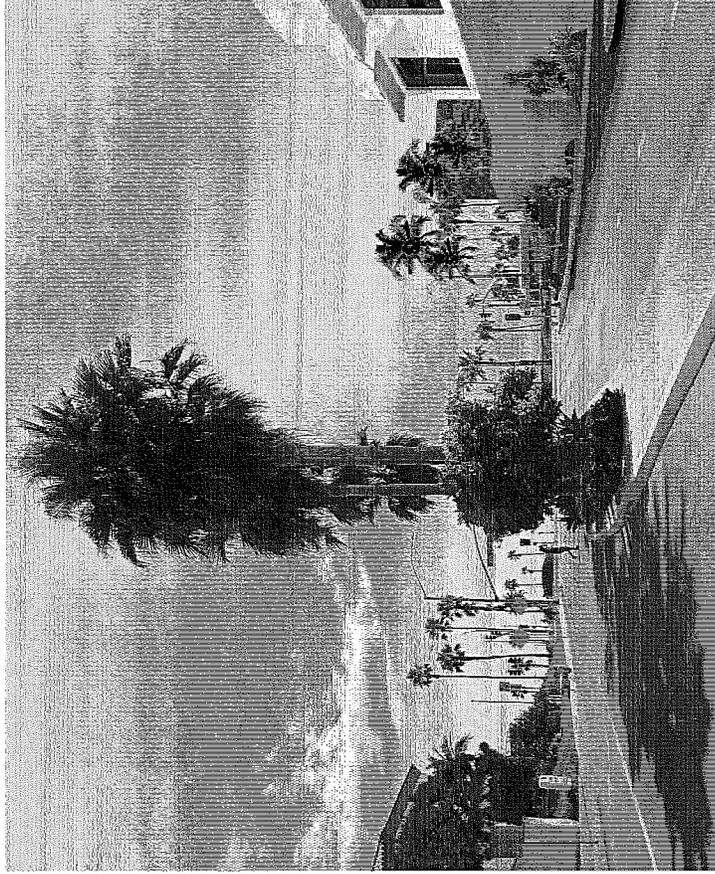


PARCEL 2, LOT 3	PARCEL 2, LOT 3	PARCEL 2, LOT 3	PARCEL 2, LOT 3
PARCEL COVERAGE (Open Space)	BUILDING FOOTPRINT S.F.	PARCEL S.F.	COVERAGE
	65,730	151,951.84	43.2%

LOT COVERAGE DIAGRAM



OUTDOOR DINING/HARDSCAPE DIAGRAM

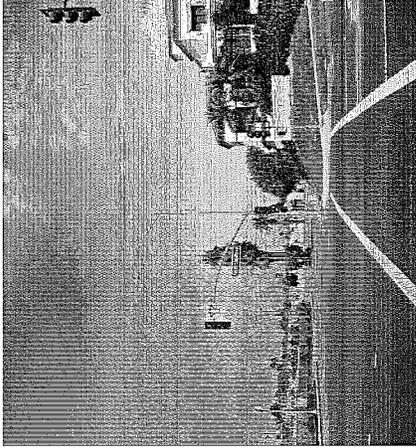


HUNTINGTON STREET
PROPOSED DESIGN

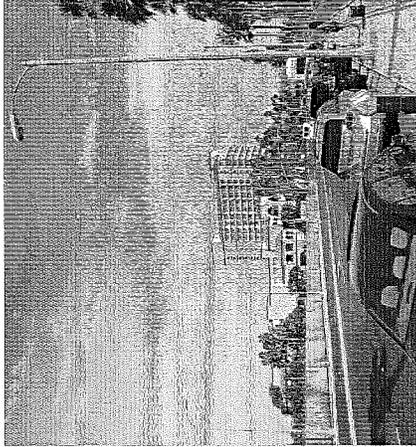


HUNTINGTON STREET
EXISTING CONDITIONS

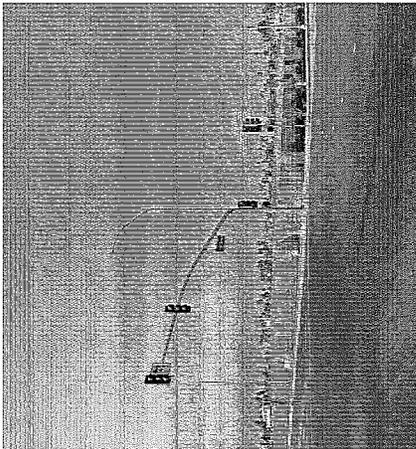
PUBLIC VIEW ANALYSIS



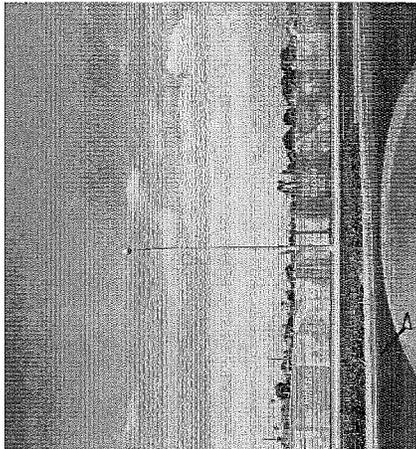
3.



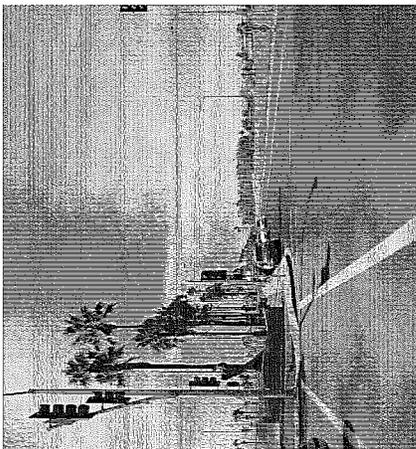
6.



2.

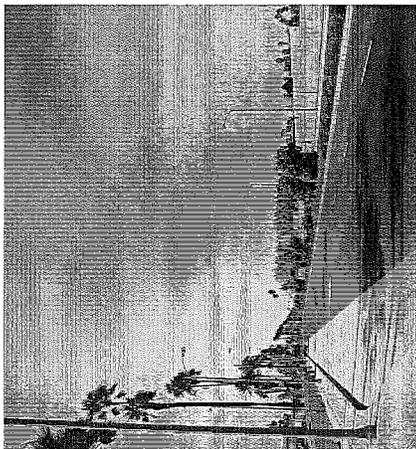


5.



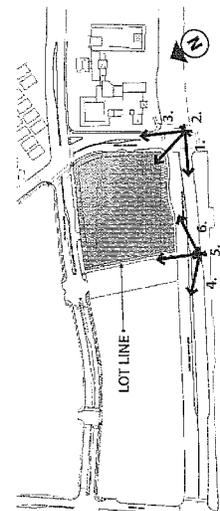
1.

PCH AND HUNTINGTON ST.

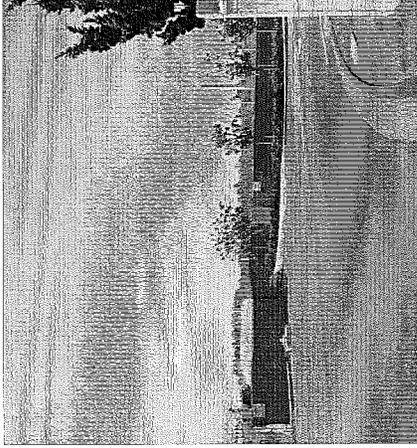


4.

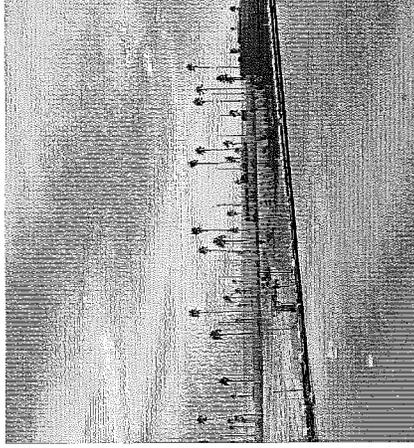
PCH AND LOT LINE



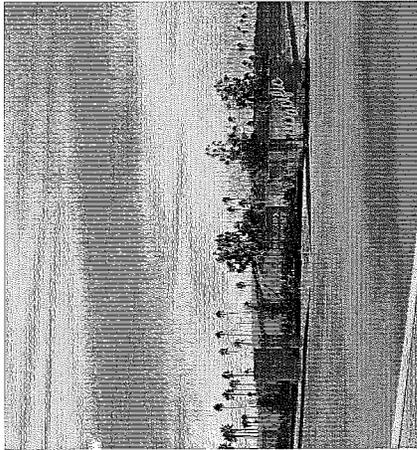
EXISTING SITE PHOTOS



9.



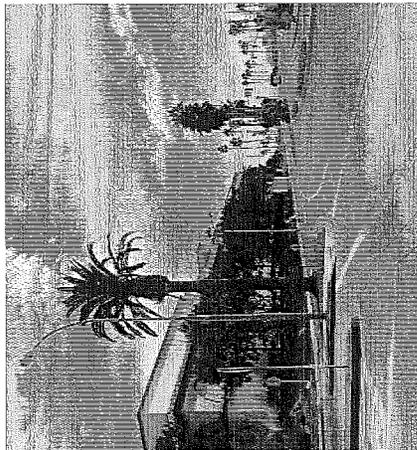
12.



8.

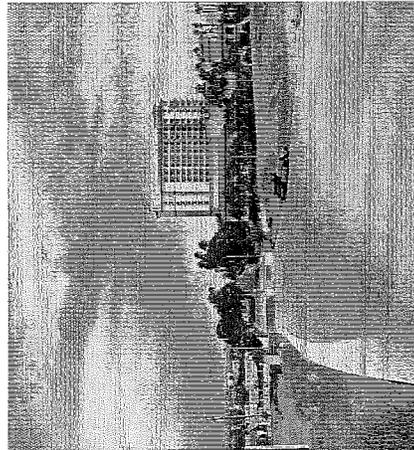


11.



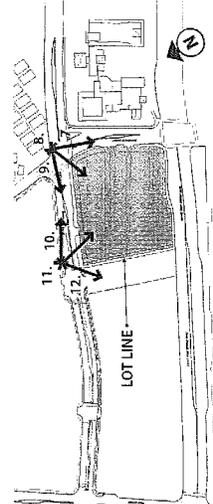
7.

PACIFIC VIEW AND HUNTINGTON ST.

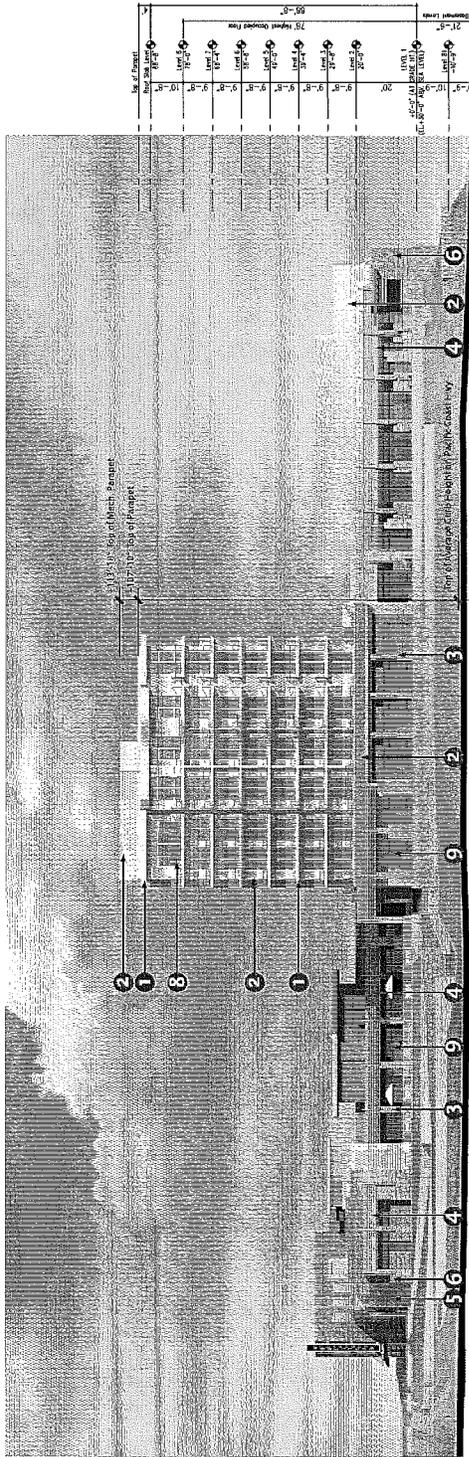


10.

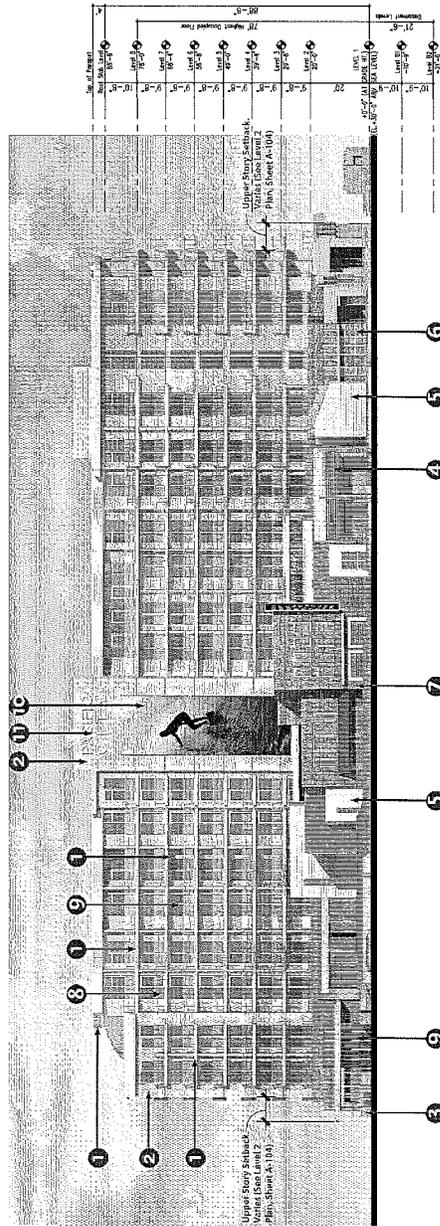
PACIFIC VIEW AVE AND LOT LINE



EXISTING SITE PHOTOS

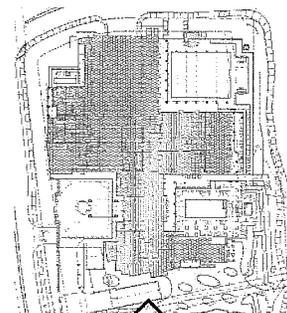


② SOUTHWEST ELEVATION (From Pacific Coast Hwy)



① NORTHWEST ELEVATION (From Adjacent Retail Site)

- 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

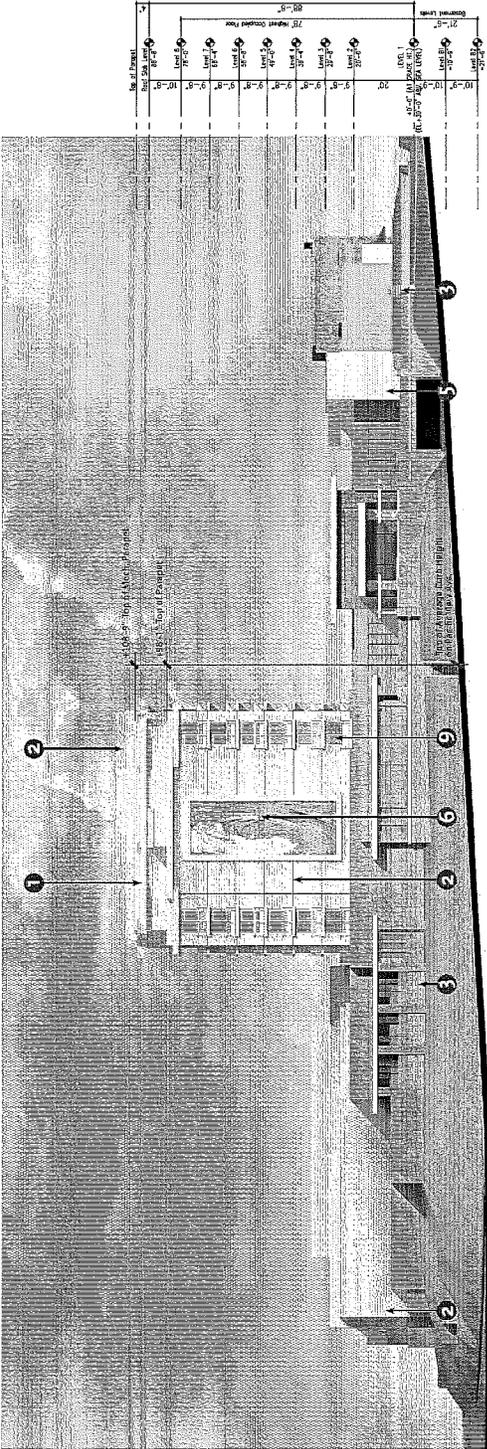


ATTACHMENT NO. 2.29

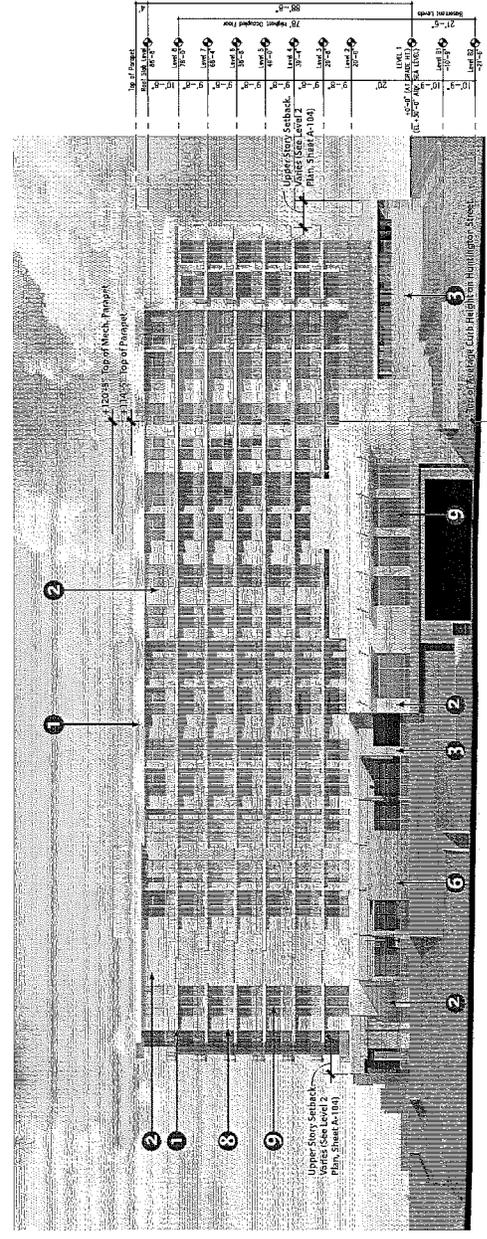
0' 20' 40'
Half Scale @ 1/16" = 1'-0"

BUILDING ELEVATIONS

- 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



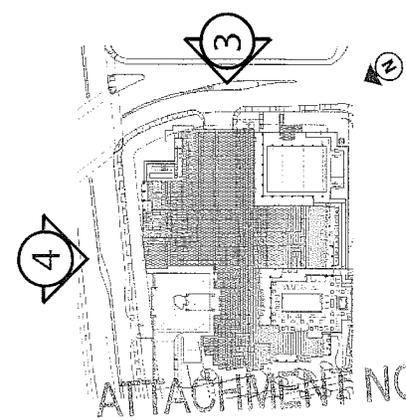
④ NORTHEAST ELEVATION (From Pacific View Ave)

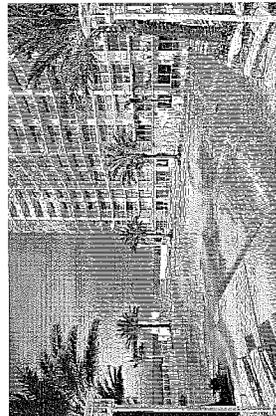
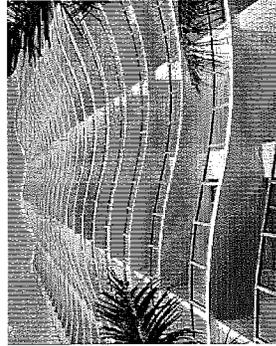
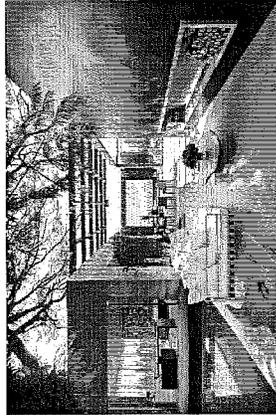
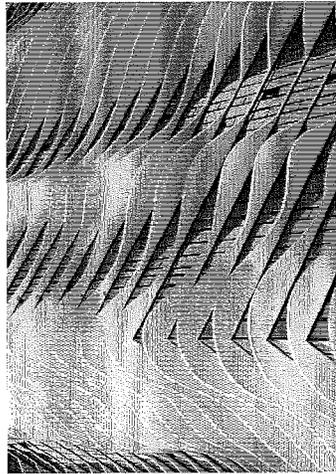
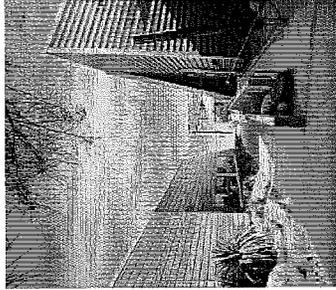
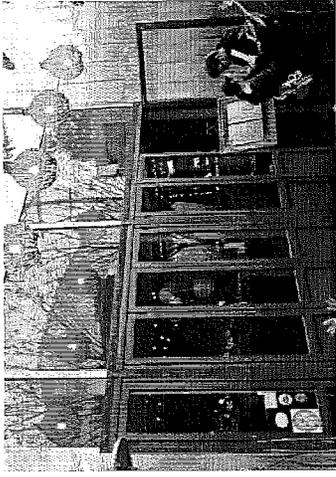


③ SOUTHEAST ELEVATION (From Huntington Street)



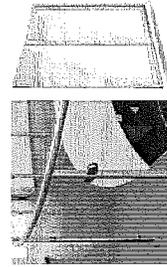
BUILDING ELEVATIONS



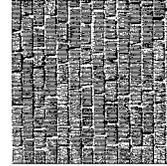


PODIUM CHARACTER IMAGERY

TOWER CHARACTER IMAGERY



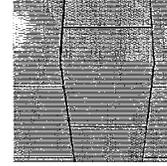
9 Window w/ Factory Finish Metal Frame



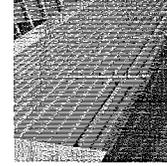
8 Glass Handrail



7 Repurposed Brick



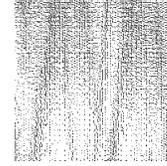
6 Ceramic Tile



5 Metal Panel



4 Metal Louvers

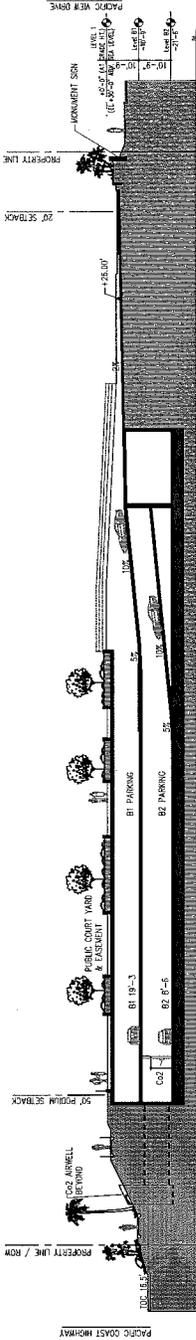


3 Stacked Stone

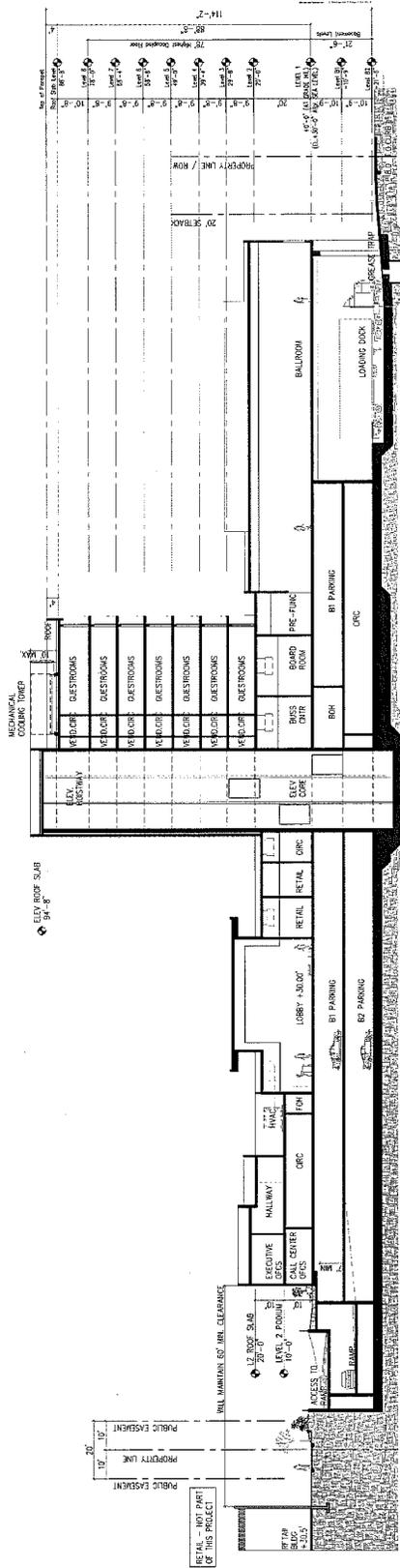


2 Smooth Trowel Plaster

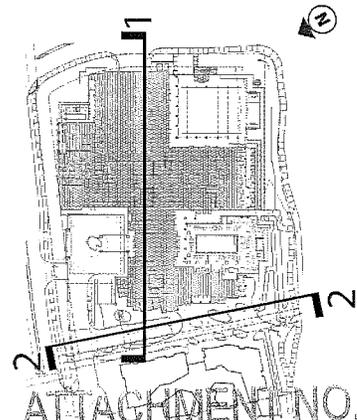
ELEVATION MATERIAL AND CONCEPT IMAGES



Section 2

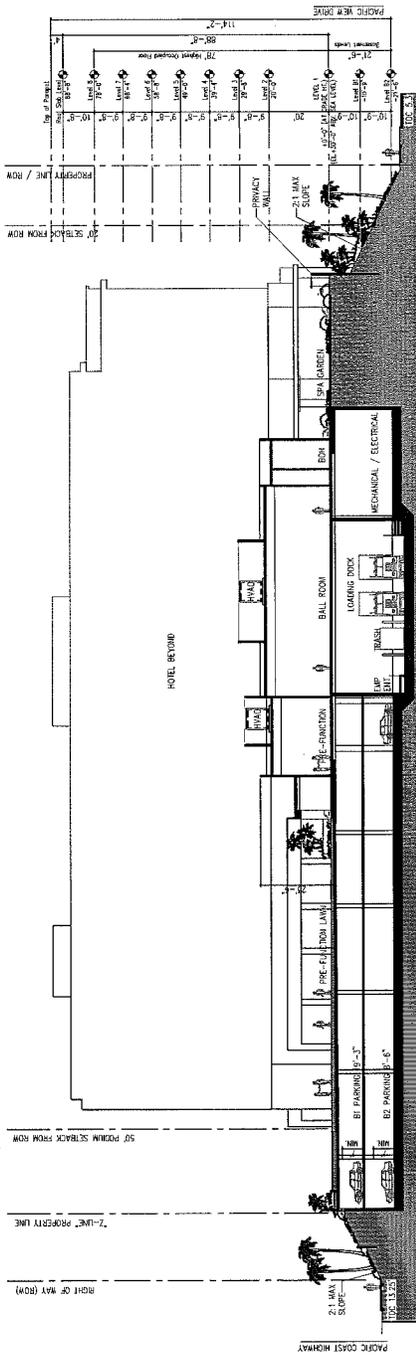


Section 1

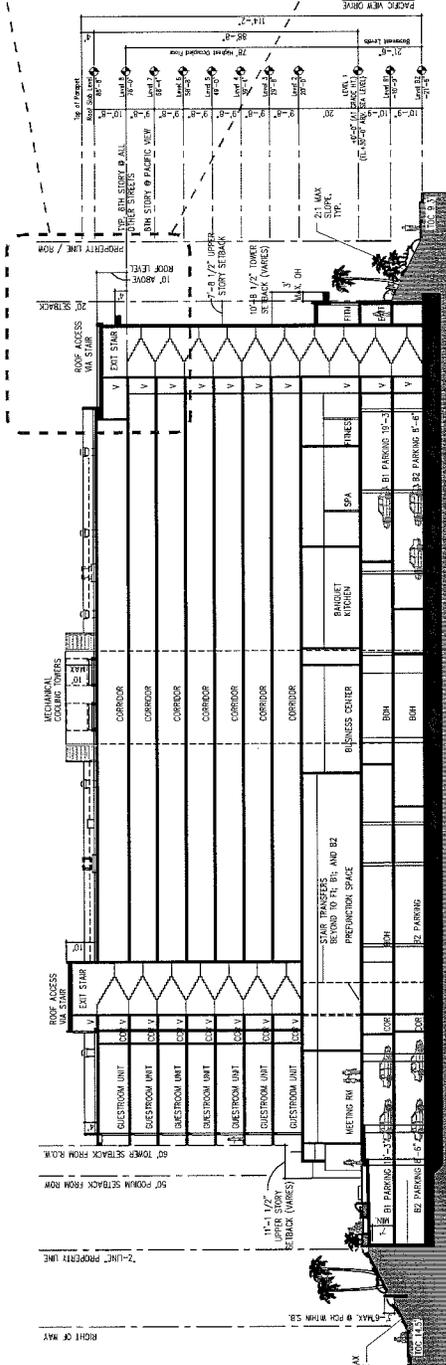


BUILDING & SITE SECTIONS

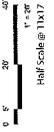




Section 6

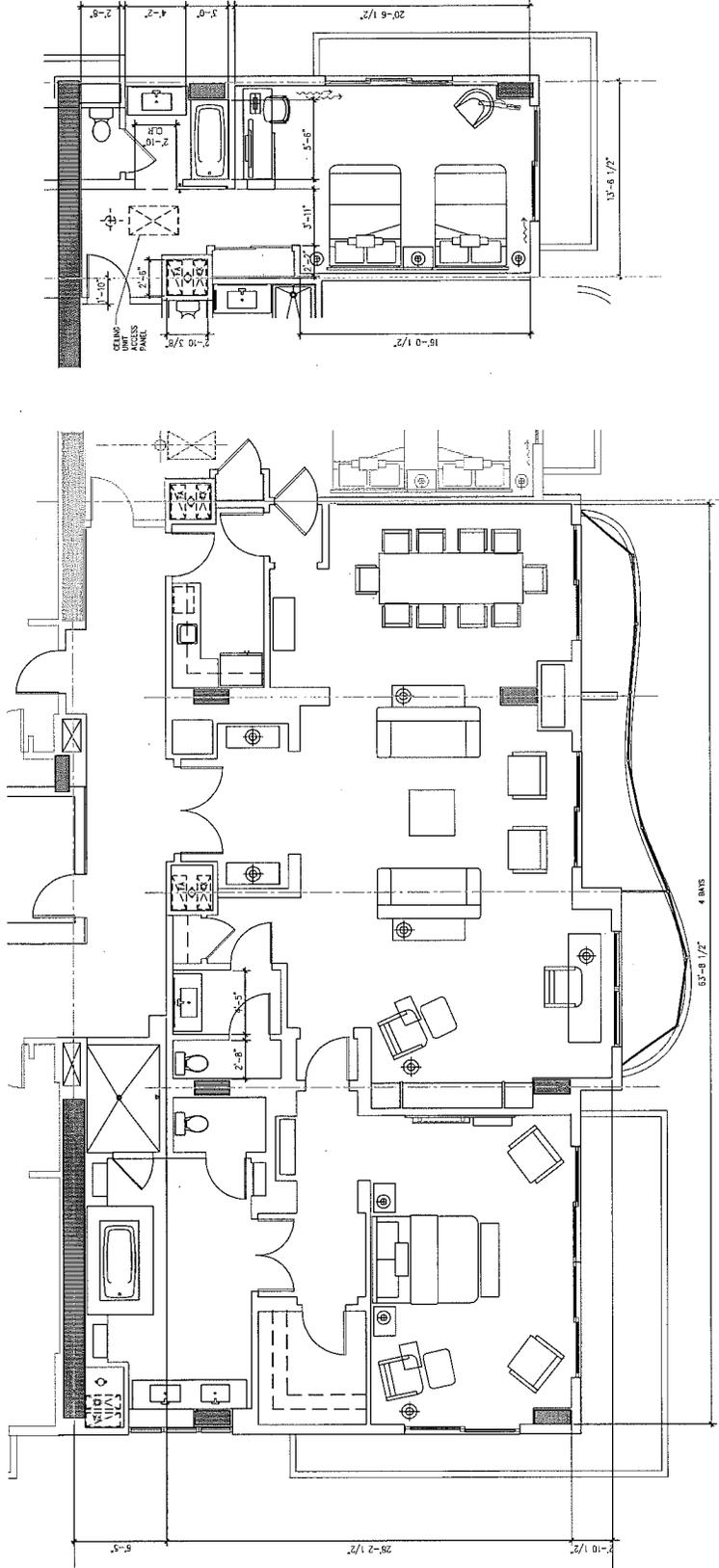


Section 5



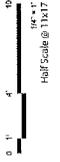
SITE & BUILDING SECTIONS

ATTACHMENT NO. 2.34

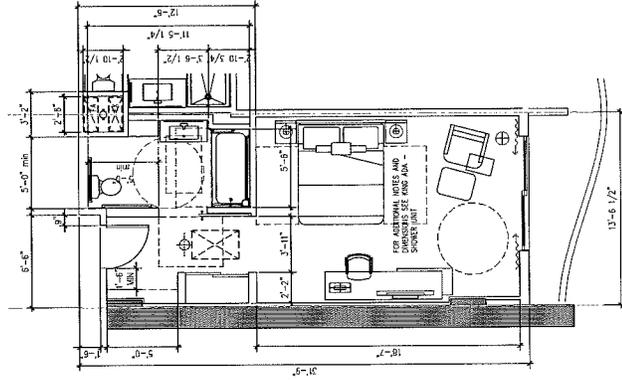


CORNER DOUBLE QUEEN
(411.4 GSF)

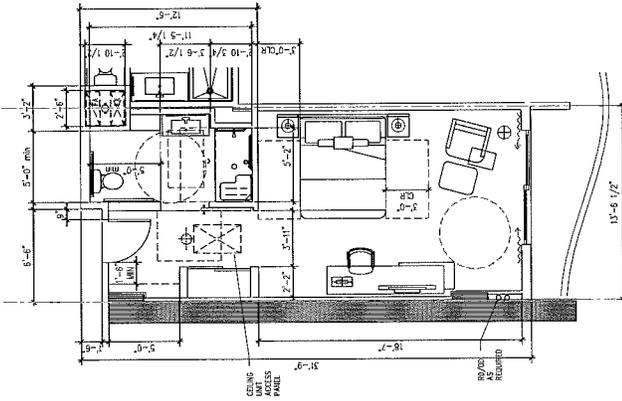
PRESIDENTIAL SUITE
(2002.1 GSF)



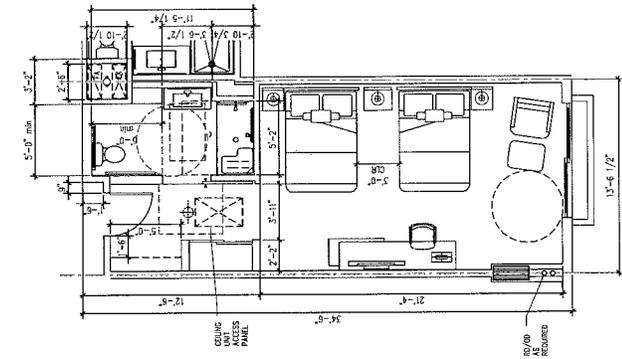
CONCEPTUAL TYPICAL GUESTROOM UNITS
REFER TO A-106 FOR ROOM MATRIX



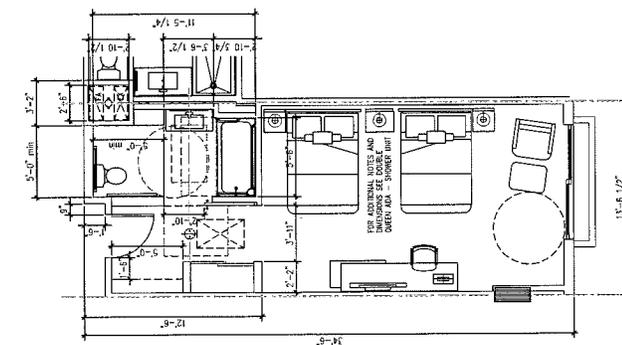
ADA KING (TUB)
(417.8 GSF)
LEVEL 3-5



ADA KING (SHOWER)
(417.8 GSF)
LEVEL 2



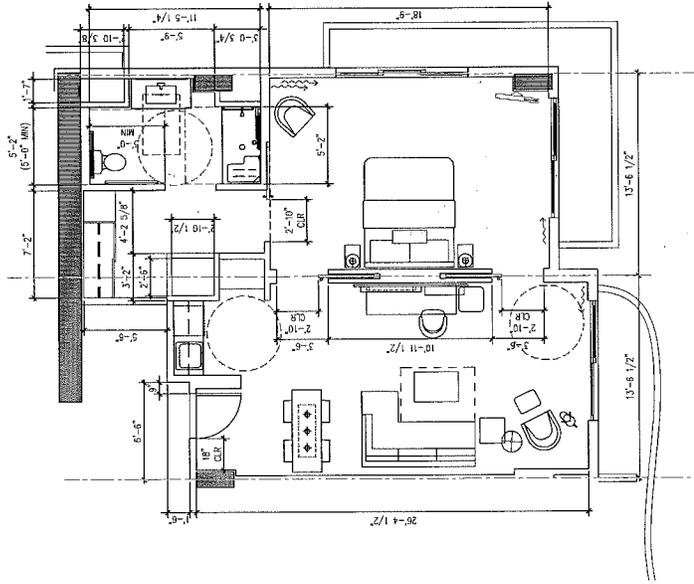
ADA DOUBLE QUEEN (SHOWER)
(448.7 GSF)
LEVEL 2



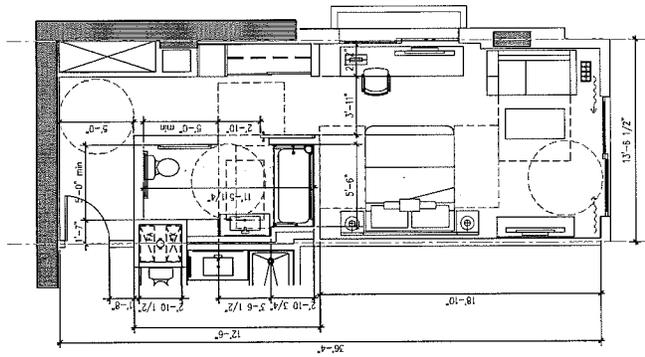
ADA DOUBLE QUEEN (TUB)
(448.7 GSF)
LEVEL 3-5



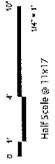
CONCEPTUAL TYPICAL ADA GUESTROOM UNITS
REFER TO A-106 FOR ROOM MATRIX



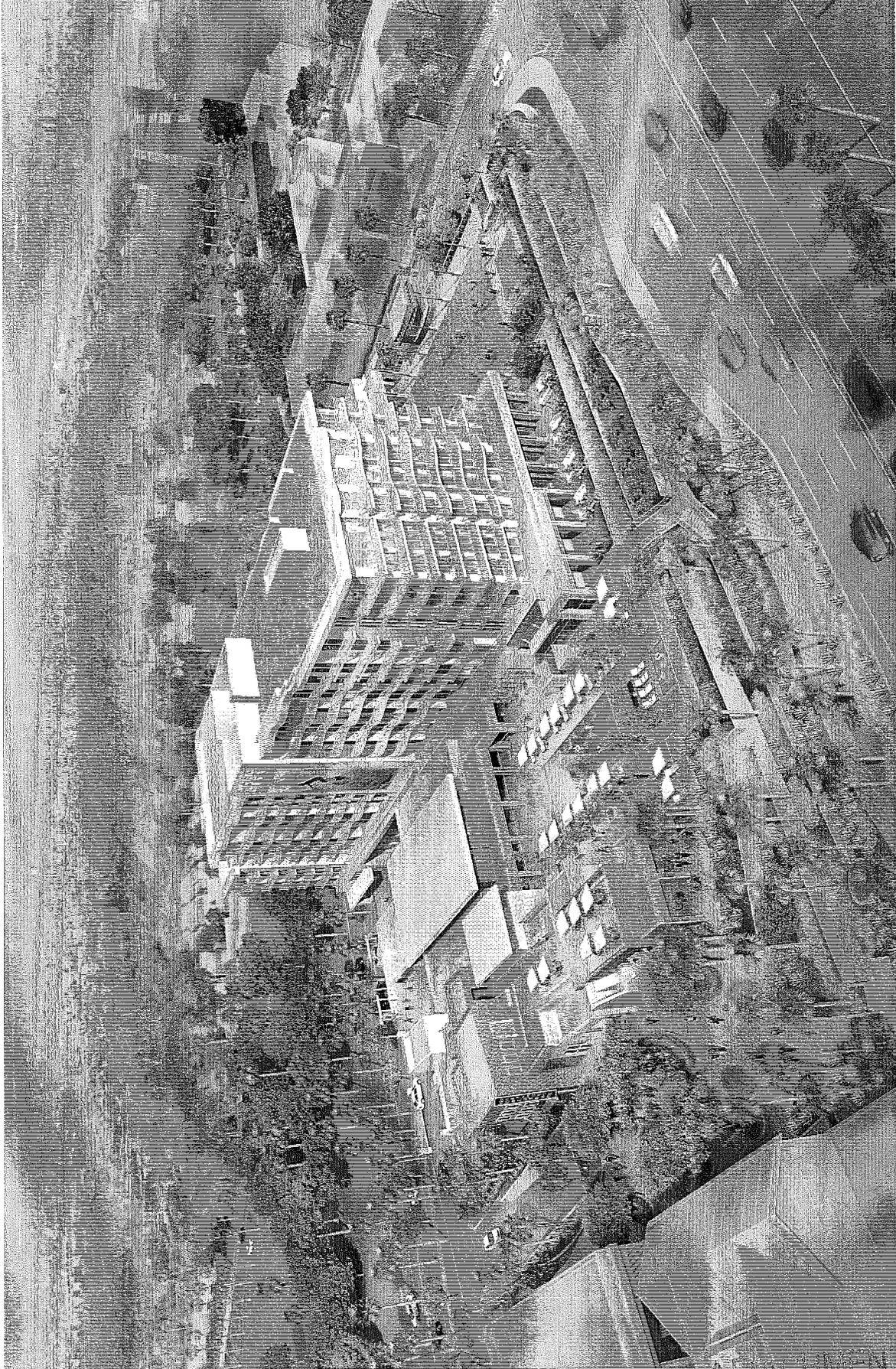
ADA 1 BEDROOM SUITE
(784.3 GSF)



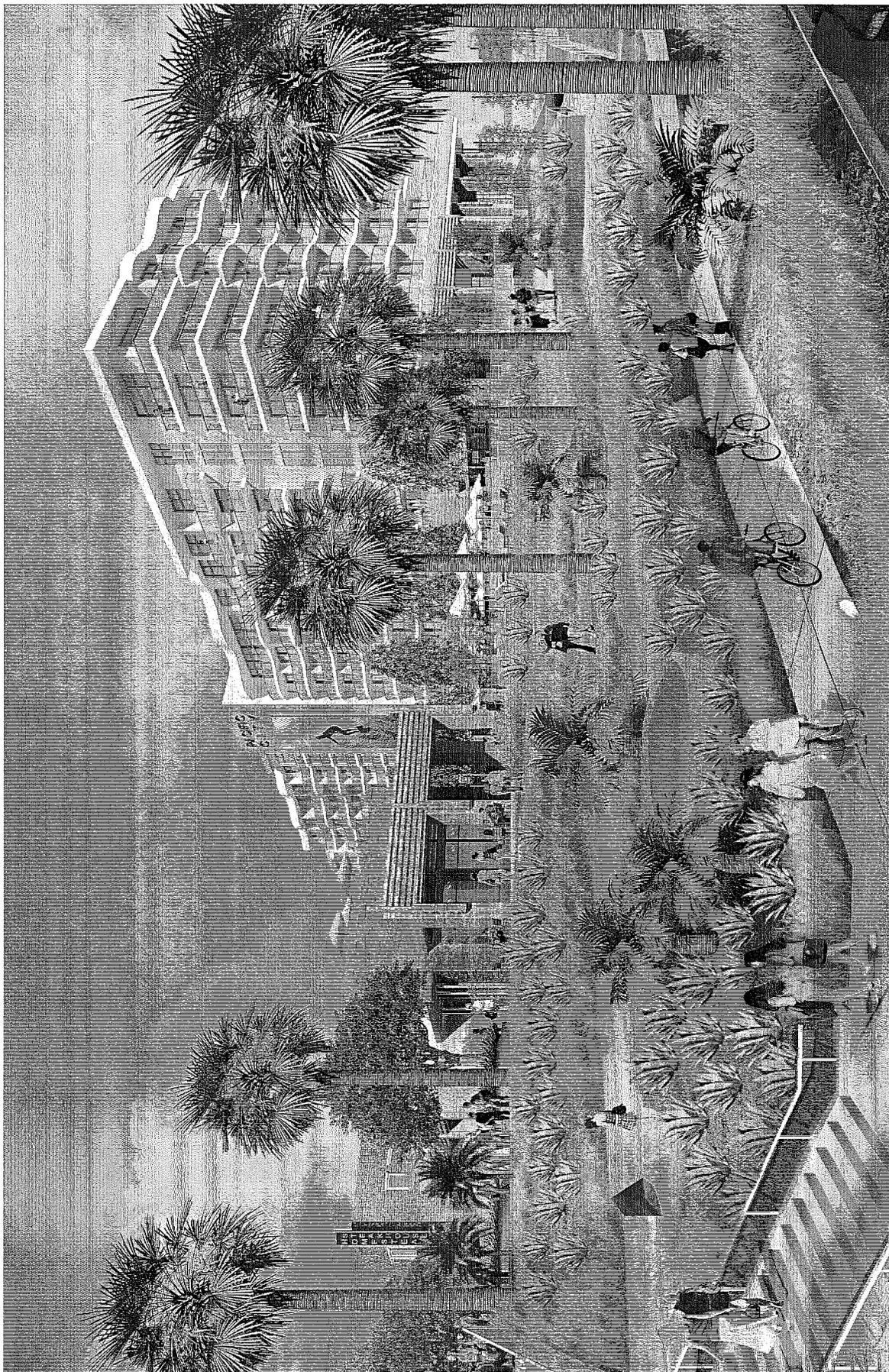
ADA KING SUITE
(537.7 GSF)



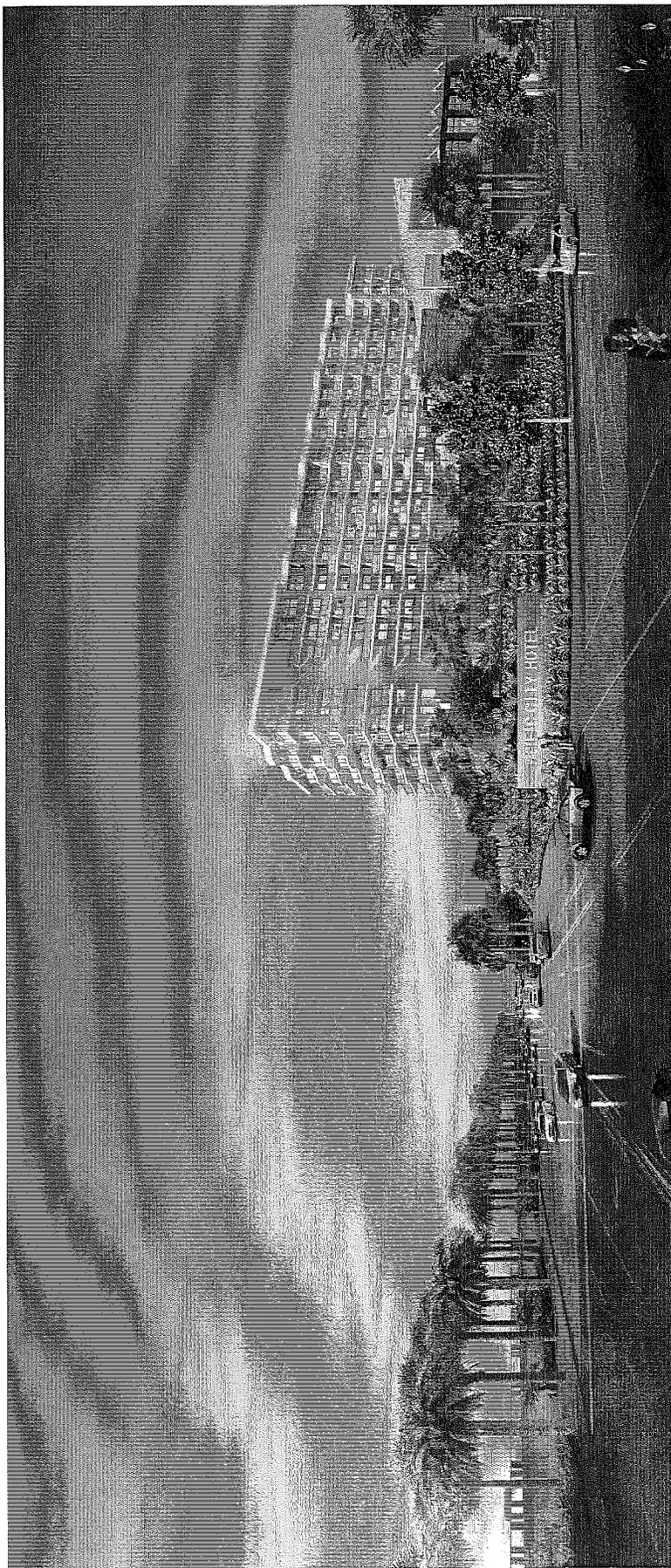
CONCEPTUAL TYPICAL ADA GUESTROOM UNITS
REFER TO A-106 FOR ROOM MATRIX



AERIAL VIEW FROM SOUTHWEST



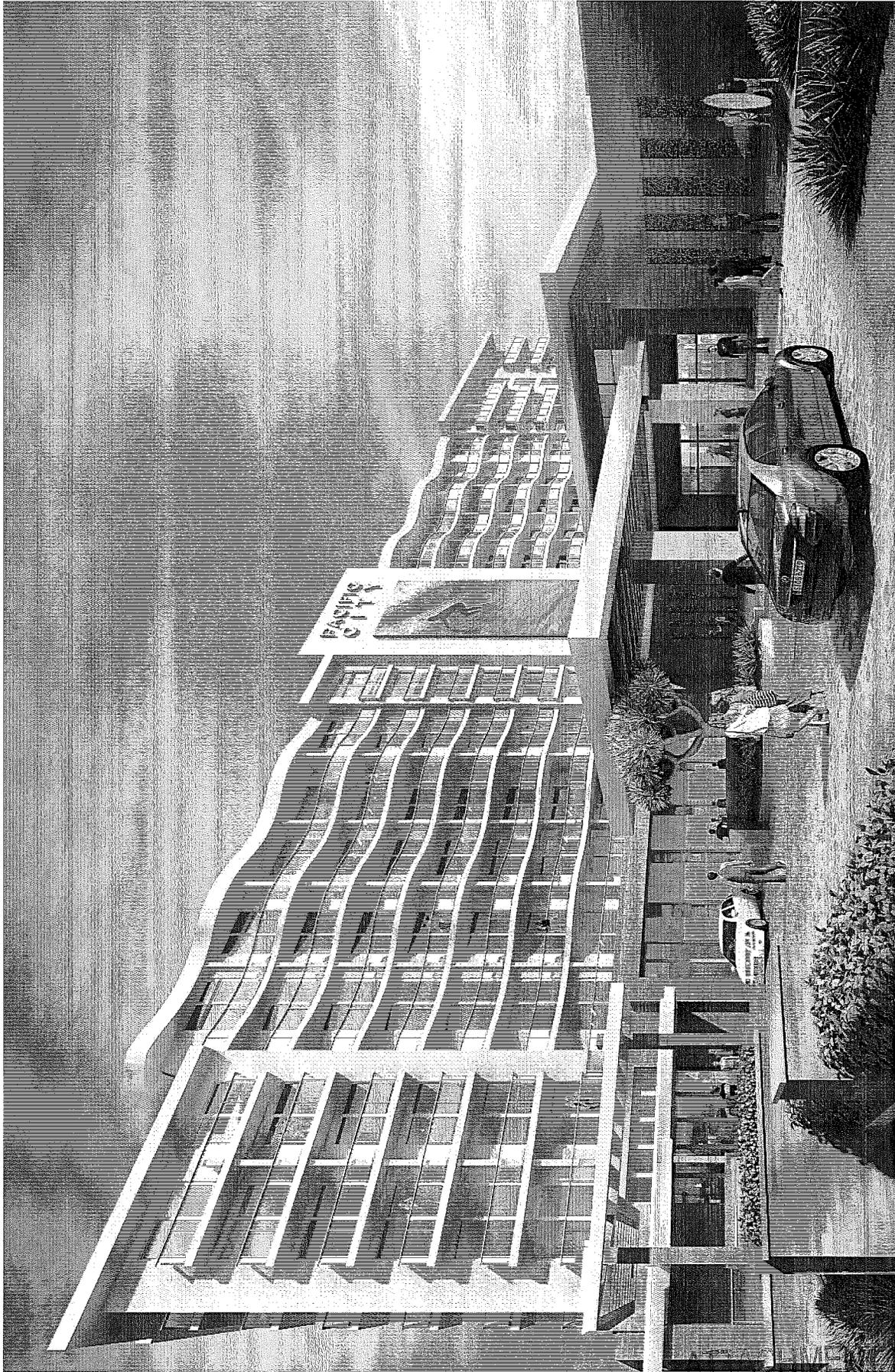
SOUTH BOUND VIEW FROM PCH



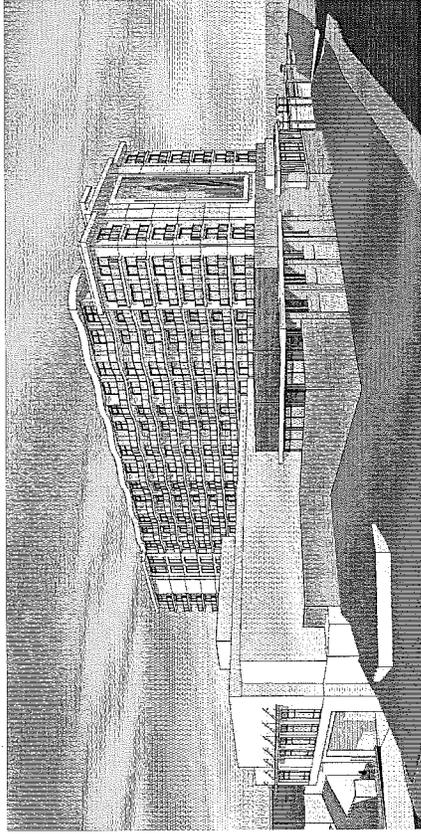
NORTH BOUND VIEW FROM PCH



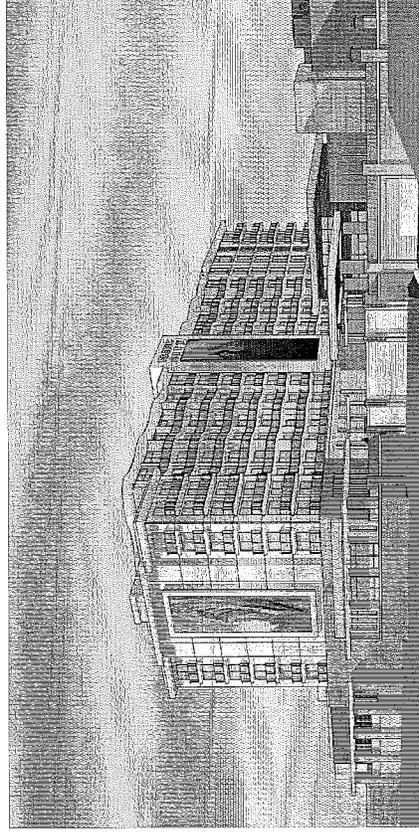
NORTH BOUND VIEW FROM PACIFIC AVE.



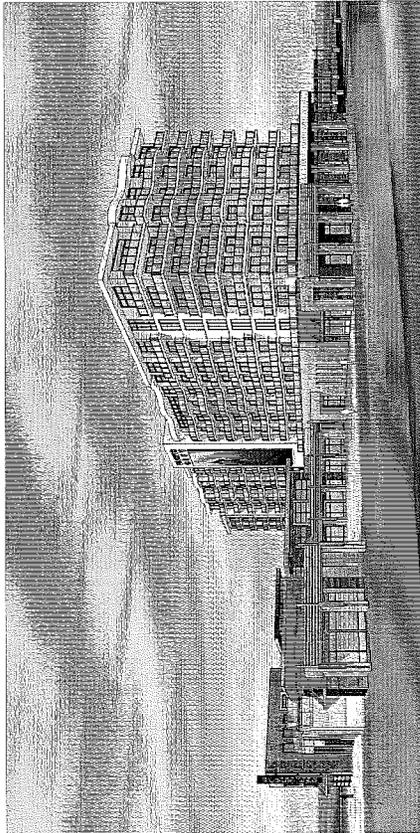
PORTE COCHERE VIEW



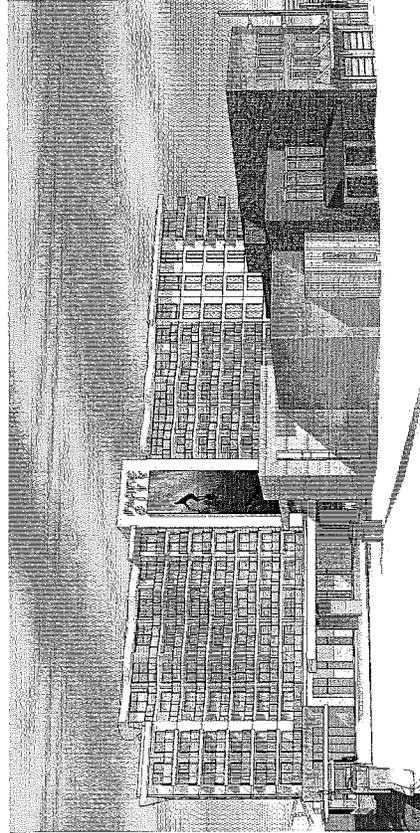
NORTH BOUND VIEW FROM PACIFIC VIEW AVE.



SOUTH BOUND VIEW FROM PACIFIC VIEW AVE.



SOUTH BOUND VIEW FROM PACIFIC COAST HWY



ARRIVAL VIEW

EPA RESPONSE MODEL VIEWS
"MASSING STUDY MODEL"

01/21/14

City of Huntington Beach
Planning and Building Department
2000 Main Street
Huntington Beach, CA 92648
(714) 536-5271

RECEIVED

JAN 24 2014
Dept. of Planning
& Building

strategy
planning
architecture
landscape
interiors

Re: General Application Item #15 for the proposed Pacific City Hotel Project

On behalf of WATG and RDOD, find herein our written narrative for the Pacific City Hotel Project. This document is in association with the **January 21, 2014 EPA Submittal Package**.

General Project Description:

The proposed project consists of a visitor-serving mixed use commercial 250 room hotel located on 3.49 acres at 21002 Pacific Coast Highway (DSPD No. 2; Parcel 2, Lot 3; TTR Map No. 16338; AP No. 024-272-02; Zoning No. SP5-CZ; General Plan No. CV-F7-SP). The structure is (8) stories over (2) levels of basement parking and back-of-house (BOH) areas. The total gross square footage of the hotel facility including the (2) basement parking and BOH levels is *approximately* 404,232 s.f. (a breakdown of areas can be found on sheet A-106). Included in the area program are 'gross' areas of *approximately* 15,346 s.f. of conference/meeting area, 3,500 s.f. of F&B space, a 1,850 s.f. fitness center, a 4,800 s.f. (8) room spa, business center, and necessary BOH and public facilities. The guestrooms begin on level (2) and run through level (8). See the Guestroom matrix on sheet A-106 for the variety, room mix, sizes, and locations of the various King units, Queen units, Suite units and Accessible room locations.

The main entry point to the hotel is via Pacific View Ave through a drive way access shared with the proposed retail development. This shared entry will be per a reciprocal agreement between property Owners. This access leads to a Hotel Porte Cochere and also accesses the parking level below via a ramp on the northwest corner of the property. Basement level B1 is accessible from (2) points of entry and exit; (1) access point via ramp from the entry, and (1) access point via adjacent Pacific View Ave. Basement level B2 is accessible via ramp from B1 and an Employee Exit only connection to Huntington Street. Pedestrians can access the site from multiple locations from the City sidewalks on (3) sides and the project and the plans incorporate a 20' wide pedestrian easement on the northwest edge to connect the sidewalks along Pacific View Ave to PCH. Refer to sheets A-005 and LS-002 for additional vehicle and pedestrian access information.

The landscape concept of the hotel structure sitting on a "beach bluff" is shown on Sheet LS-001. The plan identifies the landscape and hardscape areas of the project. Views of the ocean and beach are afforded via the Pre-Function lawn courtyard, exterior patios, pool deck, and restaurant patio, along with the second floor roof deck/lounge. The grade difference from existing top-of-curbs and the ground floor podium level are accounted for in utilizing sloped earth to retaining walls as needed. Refer to all "LS" drawings for detailed conceptual design of street edges.

The architectural concept for the ground floor Podium level is intended to reflect structure built over time providing for the use of a variety of materials, proportions, and shapes to create aesthetic diversity and interest. The Tower concept, "the wave", derives from the movement of the waves, sand, and effect of the wind on the sand. The "wave" balconies and eave edge forms of the architecture speaks to this concept. Both the Tower and Podium are intended to be in the contemporary vernacular.

Reason for Initiating the Application:

This Entitlement Plan Amendment package is being submitted to show the proposed Hotel use is in substantial compliance with the previous approved entitlement documents. This application requires a Lot Line adjustment to the interior lot line between Parcel 1, Lot 2 and Parcel 2, Lot 3 (refer to sheet A-004). The previous approved documents consist of the following:

- Tentative Track Map No. 16338
- Conditional Use Permit No. 02-20
- Special Permit No. 02-04
- Coastal Development permit No. 02-12
- EPA 2008-001 (planning application No. 2008-0013)
- Mitigation Monitoring Program (from EIR-State clearinghouse No. 2003011024)

Description of Surrounding Uses: (references are made to 'true north')Northeast:

The lots across Pacific View Ave are currently undeveloped, but are proposed to be 1 to 3 story residential developments.

Southeast:

The lot across Huntington Street is the existing HB Hilton Hotel. The Hilton's service access and 'side' elevation are facing our proposed Hotel development. These developments are similar in scope.

Northwest:

This is Parcel No. 2 and the area with the 20' public easement running between properties. A proposed Retail development will be adjacent to our hotel projects site on the common interior lot line. The landscape design will be harmonious and allow pedestrian public access between properties. The scale of buildings and architectural design is also harmonious between the proposed projects.

Southwest:

This is the PCH corridor with the beach across PCH. Beach access and fire department access is accommodated in the design along the PCH corridor.

Refer to exiting photos documenting the adjacent sites on sheet D-005 and D-006.

Description of Population Served by Hotel Use:

As a visitor-serving mixed use commercial 250 room hotel development, the hotel will not only serve a local need for guestrooms and hotel amenities, but will serve the destination traveler from around the world. Businesses and the convention market will utilize the conference and meeting rooms; local and regional citizens will utilize the ballroom for wedding and anniversary functions; and frequent the restaurant and spa facility. The hotel will act as a gateway to the Huntington Beach downtown area and contribute to economic growth.

WATG

Submitted on behalf of WATG and RDOD:

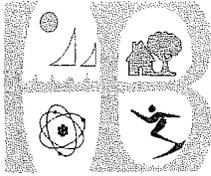
Gregory M. Villegas, AIA | Associate Vice President
Director of Construction + Full Services
WATG | designing destinations
8001 Irvine Center Drive, Suite 500 | Irvine, CA 92618 USA
+1 949 574 8500 tel

Anthony Wrzosek
Vice President, Planning & Development

R.D.OLSON

DEVELOPMENT

2955 Main Street, Third Floor
Irvine, California 92614
Direct: (949) 271-1109



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

January 29, 2014

Anthony Wrzosek
R.D. Olson Development
2955 Main St., Third Floor
Irvine, CA 92614

SUBJECT: ENTITLEMENT PLAN AMENDMENT NO. 13-005/ SPECIAL PERMIT NO. 13-003 (PACIFIC CITY HOTEL) – 21002 PACIFIC COAST HIGHWAY, 92648 PROJECT IMPLEMENTATION CODE REQUIREMENTS

Dear Applicant,

In order to assist you with your development proposal, staff has reviewed the project and identified applicable city policies, standard plans, and development and use requirements, excerpted from the City of Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes. This list is intended to help you through the permitting process and various stages of project implementation.

It should be noted that this requirement list is in addition to any "conditions of approval" adopted by the Planning Commission. Please note that if the design of your project or site conditions change, the list may also change.

If you would like a clarification of any of these requirements, an explanation of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes, or believe some of the items listed do not apply to your project, and/or you would like to discuss them in further detail, please contact me at jarabe@surfcity-hb.org or 714-374-5357 and/or the respective source department (contact person below).

Sincerely,

Jill Arabe
Associate Planner

Enclosure

cc: Khoa Duong, Building Division – 714-872-6123
Joe Morelli, Fire Department – 714-536-5531
Steve Bogart, Public Works Department – 714-374-1692
Jane James, Planning Manager
Property Owner
Project File

G:\Arabe\EPA\Pacific City\Hotel\NEPA\13-005 DRB 13-017\Cover Letter - 1-29-14.docx

ATTACHMENT NO. 4.1



HUNTINGTON BEACH PLANNING DIVISION

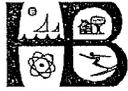
PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: January 29, 2014
PROJECT NAME: Pacific City Hotel
PLANNING APPLICATION NO. 2013-0160
ENTITLEMENTS: Entitlement Plan Amendment No. 13-005/ Special Permit No. 13-003
DATE OF PLANS: January 24, 2014
PROJECT LOCATION: 21002 PCH, 92648 (bounded by 1st St., Huntington St., PCH, and Atlanta Ave.)
PLAN REVIEWER: Jill Arabe, Associate Planner
TELEPHONE/E-MAIL: 714-374-5357 / jarabe@surfcity-hb.org
PROJECT DESCRIPTION: To amend the 250-room, 8-story high hotel including valet tandem spaces.

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided should final project approval be received. If you have any questions regarding these requirements, please contact the Plan Reviewer.

ENTITLEMENT PLAN AMENDMENT NO. 13-005/ SPECIAL PERMIT NO. 13-003:

1. All previous code requirements identified in the Department of Planning Development and Use Requirements letter dated June 9, 2004 shall remain in effect.
2. Entitlement Plan Amendment No. 13-005/ Special Permit No. 13-003 shall not become effective until the appeal period following the approval of the entitlement has elapsed. **((HBZSO Section 241.14))**
3. The Planning Commission reserves the right to revoke Entitlement Plan Amendment No. 13-005/ Special Permit No. 13-003 pursuant to a public hearing for revocation, if any violation of the conditions of approval, Huntington Beach Zoning and Subdivision Ordinance or Municipal Code occurs. **(HBZSO Section 241.16.D)**
4. Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays. **(HBMC 8.40.090)**
5. The applicant shall submit a check in the amount of \$3,079.75 for the posting of the Notice of Determination at the County of Orange Clerk's Office. The check shall be made out to the County of Orange and submitted to the Planning Division within two (2) days of the Planning Commission's approval of entitlements. **(California Code Section 15094)**



CITY OF HUNTINGTON BEACH

DEPARTMENT OF PUBLIC WORKS

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JANUARY 28, 2014

PROJECT NAME: PACIFIC CITY HOTEL

ENTITLEMENTS: EPA NO. 13-005, SP NO. 13-003

PLNG APPLICATION NO: 2013-0160

DATE OF PLANS: JANUARY 24, 2014

PROJECT LOCATION: 21002 PACIFIC COAST HIGHWAY (nwc PCH & HUNTINGTON STREET)

PROJECT PLANNER: JILL ARABE, ASSOCIATE PLANNER

TELEPHONE/E-MAIL: 714-374-5357 / JARABE@SURFCITY-HB.ORG

PLAN REVIEWER: STEVE BOGART, SENIOR CIVIL ENGINEER *AB*

TELEPHONE/E-MAIL: 714-374-1692 / SBOGART@SURFCITY-HB.ORG

PROJECT DESCRIPTION: TO AMEND THE 250-ROOM HOTEL SITE PLANS, FLOOR PLANS, AND ELEVATIONS FOR PACIFIC CITY INCLUDING TANDEM SPACES FOR VALET.

IN ADDITION TO THE EXISTING CODE REQUIREMENTS FOR THE OVERALL PACIFIC CITY PROJECT, THE FOLLOWING CODE REQUIREMENTS SHALL BE COMPLETED PRIOR TO OCCUPANCY:

1. The existing domestic water service currently serving the existing development may potentially be utilized if it is of adequate size, conforms to current standards, and is in working condition as determined by the Water Inspector. If the property owner elects to utilize the existing water service, any non-conforming water service, meter, and backflow protection device shall be upgraded to conform to the current Water Division Standards. Alternatively, a new separate domestic water service, meter and backflow protection device may be installed per Water Division Standards and shall be sized to meet the minimum requirements set by the California Plumbing Code (CPC) (ZSO 230.84)
2. The existing irrigation water service currently serving the existing development may potentially be utilized if it is of adequate size, conforms to current standards, and is in working condition as determined by the Utilities Division. If the property owner elects to utilize the existing irrigation water service, any non-conforming water meter and backflow protection device shall be upgraded to conform to the current Water Division Standards. Alternatively, a new separate irrigation water service, meter and backflow protection device may be installed per Water Division Standards. (ZSO 232)

3. The existing domestic and irrigation water services and meters, if not being used shall be abandoned per Water Division Standards. (ZSO 230.84)
4. The fire sprinkler system that is required by the Fire Department for the proposed development shall have a separate dedicated fire service line installed per Water Division Standards. (ZSO 230.84)
5. Separate backflow protection devices shall be installed per Water Division Standards for domestic, irrigation and fire water services, and shall be screened from view. (Resolution 5921 and State of California Administrative Code, Title 17)
6. The developer shall submit for approval by the Fire Department and Water Division, a hydraulic water analysis to ensure that fire service connection from the point of connection to City water main to the backflow protection device satisfies Water Division standard requirements.



HUNTINGTON BEACH BUILDING DIVISION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JANUARY 28, 2014
PROJECT NAME: PACIFIC CITY HOTEL
ENTITLEMENTS: EPA NO. 2013-005/SP NO. 2013-003 (PACIFIC CITY HOTEL)
PROJECT LOCATION: 21002 PCH (NWC OF PCH & HUNTINGTON ST.)
PROJECT PLANNER: JILL ARABE, ASSOCIATE PLANNER
PLAN REVIEWER: KHOA DUONG, P.E
TELEPHONE/E-MAIL: (714) 872-6123 / KHOA@CSGENGR.COM
PROJECT DESCRIPTION: TO AMEND THE 250-ROOM HOTEL SITE PLANS, FLOOR PLANS, AND ELEVATIONS FOR PACIFIC CITY INCLUDING TANDEM SPACES FOR VALET.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated November 21, 2013. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

I. SPECIAL CONDITIONS:

Development Impact Fees will be required for new construction.

II. CODE ISSUES BASED ON PLANS & DRAWINGS SUBMITTED:

1. Project shall comply with the current state building codes adopted by the city at the time of permit application submittal. Currently they are 2013 California Building Code (CBC), 2013 California Mechanical Code, 2013 California Plumbing Code, 2013 California Electrical Code, 2010 California Energy Code, 2013 California Green Building Standards Code, and the Huntington Beach Municipal Code (HBMC). Compliance to all applicable state and local codes is required prior to issuance of building permit.
2. Provide building code analysis including type of construction, allowable area and height, occupancy group requirements, exterior wall ratings per chapter 5 and 7 of the 2013 CBC.
3. For High-rise building, please comply with Section 403.
4. For mixed use and occupancy, please comply with Sections 508 and 509 of 2013 CBC.
5. For parking garage, please comply with Section 406 of 2013 CBC.
6. Provide mechanical ventilations to comply with 2013 CMC.
7. Provide building Data – Show occupancy groups.

8. For group A-2 occupancy – Provide Type one hoods serving commercial kitchen. Show location of fire rated shafts on floor plans.
9. Provide egress plans to comply with Chapter 10 of 2013 CBC.
 - a. Show the occupant load in each room/area along with occupant load factors.
 - b. Show the exit paths of travel along with distances of travel.
 - c. Interior stairways must comply with Section 1022.
 - d. All required exterior exit doors on grade must be accessible to disabled persons. Indicate on Site plans the exit paths of travel from required exit doors to public way.
10. Elevators –
 - a. Elevator enclosures shall comply with Section 708.
 - b. Provide elevator lobby per Section 708.14.
 - c. Elevators must comply with Section 1007 of 2010 CBC for accessible means of egress.
11. Provide compliance to disabled accessibility requirements of 11B of the 2013 CBC.
 - Accessible paths of travel
 - Accessible parking stalls – Structural columns cannot locate between parking and unloading area.
 - Parking Structure
 - Accessibility for group A
 - Accessibility for group B
 - Accessibility for group R
12. Review and provide compliance with Title 17 of the City of Huntington Beach Municipal Code, Building and Construction. This document can be found online on the city's website.
13. For projects that will include multiple licensed professions in multiple disciplines, i.e. Architect and professional engineers for specific disciplines, a Design Professional in Responsible Charge will be requested per the 2013 CBC, Section 107.3.4.
14. In addition to all of the code requirements of the 2010 California Green Building Standards Code, specifically address Construction Waste Management per Sections 4.408.2, 4.408.3, 4.408.4, 5.408.1.1, 5.408.1.2, and 5.408.1.3 and Building Maintenance and Operation, Section 5.410. Prior to the issuance of a building permit the permittee will be required to describe how they will comply with the sections described above. Prior to Building Final Approval, the city will require a Waste Diversion Report per Sections 4.408.5 and 5.408.1.4.

III. COMMENTS:

1. Planning and Building Department encourage the use of pre-submittal building plan check meetings.
2. Separate Building, Mechanical, Electrical and Plumbing Permits will be required for all exterior accessory elements of the project, including but not limited to: fireplaces, fountains, sculptures, light poles, walls and fences over 42" high, retaining walls over 2' high, detached trellises/patio covers, gas piping, water service, backflow anti-siphon, electrical, meter pedestals/electrical panels, swimming pools, storage racks for industrial/commercial projects. It will be the design professional in charge, responsibility to coordinate and submit the documents for the work described above.

3. Provide on all plan submittals for building, mechanical, electrical and plumbing permits, the Conditions of Approval and Code Requirements that are associated with the project through the entitlement process. If there is a WQMP, it is required to be attached to the plumbing plans for plan check.



CITY OF HUNTINGTON BEACH FIRE DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: FEBRUARY 4, 2014
PROJECT NAME: PACIFIC CITY HOTEL
P.A. NUMBER: 13-0160
PROJECT LOCATION: 21002 PACIFIC COAST HIGHWAY, 92648 (NORTHEAST CORNER OF 1ST STREET AND PACIFIC COAST HIGHWAY)
PROJECT PLANNER: JILL ARABE, ASSOCIATE PLANNER
PLAN REVIEWER: JOE MORELLI, FIRE PROTECTION ANALYST
TELEPHONE/E-MAIL: 714-536-5531 / Joe.Morelli@surfcity-hb.org
PROJECT DESCRIPTION: To review concept plans to amend an approved 8-story hotel as part of the Pacific City Master Plan.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated January 24, 2014. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

General

1. Compliance with the 2014 Huntington Beach Fire Code, City Specifications and Municipal Code, 2013 CBC and CFC (and referenced standards) is required. All plans submitted to the city for review shall show compliance to the above codes.
2. Currently, the provided plans (dated 01/24/2014) do not demonstrate compliance to some of the code requirements identified below.

High Rise Structure

1. **The proposed 8-story hotel is classified as a High-rise Structure in the City of Huntington Beach.** A High-rise Structure is a building having floors used for human occupancy located more than 55 feet above the lowest floor level having building access (See Huntington Beach Municipal Code Section 17.56.070). Compliance with the High-Rise Structure [building] requirements in the 2010 CBC and CFC, the Huntington Beach Municipal Code, the Huntington Beach Fire Code, and referenced standards shall be adhered to. **Some of the requirements for High-rise structures include, but are not limited to the following:**

- a. Fire Command Center [Fire Control Room] per CFC Section 508 and CBC Section 911
 - b. **Special Detailed Requirements** from CBC Chapter 4 and CFC Chapter 9, including but not limited to the following:
 - o Construction type requirements
 - o Automatic sprinkler system complying with NFPA 13
 - o Class I automatic standpipe system
 - o Fire Alarm System complying with CFC Section 907.2.13
 - o Automatic smoke detection provided in accordance with Section 907.2.13.1
 - o Emergency voice/alarm communication system complying with Section 907.6.2.2
 - o Smoke Control Systems
 - o Smokeproof exit enclosures in accordance with CFC Section 914.3.7.2
 - o Secondary onsite water supply – In no case shall the secondary on-site water supply be less than 15,000 gallons.
 - o Fire Safety and Evacuation Plans
 - c. Fire Pump Requirements from CFC Chapter 9
 - d. Emergency and Standby Power per the CBC and CFC
2. **Fire Command Center** - A fire command center complying with CFC Chapter 5 shall be provided in a location approved by the fire department.
- a. Separation. The fire command center shall be separated from the remainder of the building by not less than a 1-hour fire barrier constructed in accordance with the CBC.
 - b. Size. The fire command center shall be a minimum of 200 square feet in area with a minimum dimension of 10 feet.
 - c. Layout approval. A layout of the fire command center and all features required by Section 508 to be contained therein shall be submitted to the HBFD for approval prior to installation.
 - d. Required features. The fire command center shall comply with NFPA 72 and shall contain all of the features identified in CFC Chapter 5.
3. **Fire Pump**
- a. A Fire Pump is required and shall be installed in accordance with CFC Chapter 9 NFPA 20 (2013 edition).
 - b. Protection of fire pump rooms. Rooms where fire pumps are located shall be separated from all other areas of the building in accordance with the CBC.
 - c. Water supply to fire pump – The fire pump shall be supplied by connections to a minimum of two water mains located in different streets. Separate supply piping shall be provided between each connection to the water main and the pumps. Each connection and the supply piping between the connection and the pumps shall be sized to supply the flow and pressure required for the pumps to operate.
 - d. Engine-driven fire pumps and electric drive fire pumps supplied by generators shall both be provided with an on-premises fuel supply, sufficient for not less than 8-hour full-demand operation at 100 percent of the rated pump capacity in addition

to all other required supply demands in accordance with Sections 9.6 and 11.4.2 of NFPA 20 and Chapter 9 of the CFC.

4. **Automatic Fire Sprinklers** are required and shall comply with the 2014 HBFD Fire Code, City Specification 420, and NFPA 13 (2013 edition). A sprinkler water-flow alarm-initiating device and a control valve with a supervisory signal-initiating device shall be provided at the lateral connection to the riser on each floor. Separate plans (two sets) shall be submitted to the Fire Department for permits and approval. For Fire Department approval, reference that a fire sprinkler system will be installed in compliance with the Huntington Beach Fire Code, NFPA 13, and City Specification # 420 - *Automatic Fire Sprinkler Systems* in the plan notes.

Fire Department Connections shall be provided in locations approved by the HBFD with consideration given to Fire Hydrant locations and accommodating HBFD emergency operations.

NOTE: When buildings under construction are more than one (1) story in height and required to have automatic fire sprinklers, the fire sprinkler system shall be installed and operational to protect all floors lower than the floor currently under construction. Fire sprinkler systems for the current floor under construction shall be installed, in-service, inspected and approved prior to beginning construction on the next floor above.

5. **Class 1 Standpipes** (2 ½" NFH connections) are required within every 150' of travel and in the locations indicated in CFC Section 905 and acceptable to the HBFD.
6. **Emergency Responder Radio coverage shall be provided in accordance with CFC Section 510.** A permit shall be obtained from the HBFD for the installation of the Emergency Responder Radio coverage system. The installing contractor shall be FCC certified.

In accordance with the 2014 Huntington Beach Fire Code Section 17.56.260, the emergency responder radio coverage system shall be inspected and tested annually or whenever structural changes occur including additions or remodels that could materially change the original field performance tests. Testing shall be provided in accordance with HBFC Section 17.56.260

7. **Fire alarm and fire department communication systems.** A fire alarm system shall be provided in accordance with CFC Section 907. The Building shall be equipped with an automatic smoke detection system, a fire department communication system, and an emergency voice/alarm communication system. Separate plans shall be prepared and submitted to the HBFD for review and approval.
8. **Fire Extinguishers** shall be installed and located in all areas to comply with Huntington Beach Fire Code standards found in *City Specification #424*. Fire extinguishers and associated equipment shall be mounted no higher than 48" above the finished floor. Extinguishers are required to be serviced or replaced annually.

9. **Commercial Food Preparation Fire Protection System(s)** are required for commercial cooking. Plans (three sets) shall be submitted to the Fire Department as separate plans for permits and approval. Reference compliance with *City Specification # 412 Protection Of Commercial Cooking Operations* in the plan notes.
10. **Elevators** shall be gurney accessible and shall comply with the CBC.
11. **Exits, Exit Signs, Emergency Lighting, and Emergency Power** shall be provided in accordance with Chapter 10 of the California Fire and Building Codes. Any emergency generator shall comply with the requirements of the California Fire and Building Codes.
12. **Means of Egress** – Compliance with CFC and CBC Chapter 10 is required.
13. **Fire Hydrants** are required. Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. The location and installation of hydrants shall meet the requirements of the 2014 Huntington Beach Fire, City Specification # 407 Fire Hydrant Installation Standards, and Public Works Standard requirements. Hydrants shall be placed in locations acceptable to the Huntington Beach Fire and Public Works Departments. Any private fire service mains or hydrants shall be installed under a permit obtained from the Fire Department.

Fire Department Access

The applicant proposed an **Alternate Materials and Methods (AMM)** request to address some of the **Fire Access** requirements (as noted in this section). The **Alternate Materials and Methods** proposed by the applicant, as well as the Hbfd's additional requirements for acceptability of an **Alternate Materials and Methods** request are indicated in the "**Alternate Materials and Methods of Construction**" section below.

1. **Fire Access Roads** shall be provided and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access*. Driving area shall be capable of supporting a fire apparatus (75,000 lbs and 12,000 lb point load). Fire access roads fronting commercial buildings shall be a minimum width of twenty-six feet (26') wide, with thirteen feet six inches (13' 6") vertical clearance. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans.
2. **Fire Lanes**, as determined by the Fire Department, shall be posted, marked, and maintained per City Specification #415, *Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties*. The site plan shall clearly identify all red fire lane curbs, both in location and length of run. The location of fire lane signs shall be depicted. No parking shall be allowed in the designated 24 foot wide fire apparatus access road or supplemental fire access per City Specification # 415. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans.

ALTERNATE MATERIALS AND METHODS OF CONSTRUCTION

The plans currently do not depict compliance to the requirement in City Specification 401 for the Fire Road to extend to within 150 feet of all portions of the facility. Also, the plans do not show compliance with the turnaround requirements contained in City Specification 401. The cul-de-sac turnaround shown at the Hotel Entry (north side) is required to be clear to the sky and 80' clear (no landscaping, columns or other obstructions within the turnaround).

The applicant provided an alternate materials and methods of construction request for the HBFD review. The purpose of the alternate materials and methods request was to address deficiencies to the Fire Department's Access with alternate and equivalent materials and methods (as allowed by CFC Section 104.9).

The deficiency identified in the AMM proposal pertained to the requirement to extend Fire Apparatus Access Road to within 150' of all portions of the first floor of the building from a Fire Access Road. The proposed fire access road does not extend to within 150' of all portions of the first floor of the building. **The alternate materials and methods proposed included the following:**

1. Additional horizontal standpipe connections (as indicated on the Fire Master Plan).
2. Easy to read way-finding signage provided throughout the building for fire personnel to rapidly access individual units and the courtyard. Note: This way-finding signage will also be beneficial at exterior entrances that would be used by the Fire Department during an emergency (i.e. exterior of stairs and other main entrances).
3. A minimum 5' path will be provided around the perimeter of the building.
4. Optimization of location of building entry points relative to stairwells, standpipes, and fire lanes.

The other code requirement pertaining to Fire Department Access that need to be addressed in the AMM proposal is the requirement in City Specification 401 for an 80' clear cul-de-sac turnaround that is clear to sky. The plans provided currently show landscaping, along with columns, in the center of the cul-de-sac turnaround and a porte cachere extending over a portion of the turnaround. **This porte cachere and the landscaping and columns in the center of the cul-de-sac present challenges for Fire Department access that must be mitigated. Additional items for mitigating the access challenges shall at a minimum include the following:**

1. Provide an approved stair for Fire Department access directly from the Pacific View side of the property up to the cul-de-sac turnaround to facilitate Fire Department Access.
2. Provide access to all portions of each roof by approved means (i.e. an approved stair between roof levels of acceptable durability and construction, openings in parapets to allow Fire Department Access, and as approved by the HBFD).
3. In addition to the additional horizontal (exterior) hose connections proposed in the Fire Master Plan, provide interior hose connections in locations acceptable to the HBFD in each building.
4. Provide additional fire stopping means and methods acceptable to the HBFD and Building Department.

5. Fire Control Room

- a. Provide a graphic annunciator that includes the features required in Section 907.6.3.3 of the 2013 CFC for all portions of the building (high-rise and non-high rise portions of building). This will facilitate the HBFD's ability to quickly locate alarm areas within the building.
 - b. Fire-fighter's graphic control panel required by CFC Section 909.16 for smoke control systems installed in the building depicting air flows in a graphic sectional view and equipment status indicator.
 - c. Provide a 4' wide door for accessing the Fire Control Room. Having a wider entry door will facilitate fire department access and the functionality of the fire control room for the HBFD. Also, provide a door directly across from the Fire Control Room door for direct access into the corridor that leads to the elevator lobby. This will facility Fire Department operations during an emergency where both the Fire Control Room and elevator lobby are typically used for Fire Department operations. While the location and accessibility of the fire control room is required in Section 508.1.1 to be provided in a location approved by the Fire Chief, the two items noted above can be included as a justification of equivalency in the AMM request.
 - d. Two electrical outlets on each wall connected to the emergency generator.
 - e. Dry erase board and markers. The CFC requires a work table in the Fire Control Room to facility fire department operations. The dry erase board will also facilitate HBFD operations.
6. A **Fire Master Plan** showing compliance to each of the requirements within this document (and other pertinent information as required by the HBFD) shall be submitted to the HBFD for review and approval.
 7. **The Alternate Materials and Methods request shall be submitted to the HBFD for review and approval as part of the Fire Master Plan.** A recommendation on the suitability of the alternate materials and methods proposal (and any additional recommendations to justify equivalency to the code requirements) shall be provided by a Professional Engineer on a wet-stamped and sign letter.
3. **Stairway access** to the roof shall be provided as per CFC Section 1009.13. Such stairway shall be marked at the street and floor levels with a sign indicating that the stairway continues to the roof.
 4. **Main Secured Building Entries** shall utilize a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings. Reference compliance with City Specification #403 - KNOX® Fire Department Access in the building plan notes.
 5. **Fire Sprinkler System Controls** access shall be provided, utilizing a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings. The approximate location of the system controls shall be noted on the plans. Reference compliance in the plan notes.

6. **Elevators** shall be sized to accommodate an ambulance gurney and shall meet the requirements of CFC Chapter 6, and CBC Chapter 30.

7. Addressing and Street Names

Structure or Building Address Assignments. The Planning Department shall review and make address assignments. The individual dwelling units shall be identified with numbers per City Specification # 409 Street Naming and Address Assignment Process. For Fire Department approval, reference compliance with City Specification #409 Street Naming and Address Assignment Process in the plan notes.

8. GIS Mapping Information

a. **GIS Mapping Information** shall be provided to the Fire Department in compliance with GIS Department CAD Submittal Guideline requirements. Minimum submittals shall include the following:

- Site plot plan showing the building footprint.
- Specify the type of use for the building
- Location of electrical, gas, water, sprinkler system shut-offs.
- Fire Sprinkler Connections (FDC) if any.
- Knox Access locations for doors, gates, and vehicle access.
- Street name and address.

Final site plot plan shall be submitted in the following digital format and shall include the following:

- Submittal media shall be via CD rom to the Fire Department.
- Shall be in accordance with County of Orange Ordinance 3809.
- File format shall be in .shp, AutoCAD, AUTOCAD MAP (latest possible release) drawing file - .DWG (preferred) or Drawing Interchange File - .DXF.
- Data should be in NAD83 State Plane, Zone 6, Feet Lambert Conformal Conic Projection.
- Separate drawing file for each individual sheet.
In compliance with Huntington Beach Standard Sheets, drawing names, pen colors, and layering convention. and conform to *City of Huntington Beach Specification # 409 – Street Naming and Addressing.*

For specific GIS technical requirements, contact the Huntington Beach GIS Department at (714) 536-5574.

For Fire Department approval, reference compliance with *GIS Mapping Information* in the building plan notes.

Fire Master Plan

A Fire Master Plan incorporating the components below is required:

1. 2 Sets of full size Fire Master Plan sheets drawn to scale, with the scale called out.
2. Include the following on the overall site Fire Master Plan page(s):
 - a. Buildings, occupancy classifications, and overall design analysis
 - b. Building construction types, number of stories, and height (above the lowest level of Fire Department Access) called out on the plan.
 - c. Fire Apparatus Access Roads complying with City Specification #401 and #415.
 - d. Proposed Fire Control Room location
 - e. Proposed location of the Fire Pump and Fire Pump Room (see CFC Section 913.2.1) and Secondary Water Supply (per CFC 903.3.5.2, as amended by the H.B.F.D. in Section 17.56.380 of the H.B.M.C.)
 - f. Hydrant spacing per City Specification #407 (public and private) and Appendix B and C (as amended by the H.B.F.D.)
 - g. Fire Department Connections complying with City Specification #420
 - h. Fire Department Access paths (for hose pulls and access in and around building per CFC Section 503 (as amended by the H.B.F.D.)
 - i. High-Rise Building fire and life safety systems
3. FMP floor plan pages
 - a. Standpipe Hose Connections (with dimensions shown) complying with CFC Section 905
 - b. Stair locations, and floors served called out
 - c. Gate locations
 - d. DCDA's and Sprinkler Riser Locations
 - e. All Fire Protection Systems (reflect what areas each serves)
 - f. Knox box and key switches
 - g. Electrical Rooms and Elevator Machine Rooms
 - h. Gurney Accessible Elevators
 - i. Any hazardous materials
 - j. High-rise building fire and life safety systems
4. **Fire Apparatus Access Roads** – The fire apparatus access road **shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building** as measured by an approved route around the exterior of the building or facility. Show compliance with this requirement (Huntington Beach Municipal Code Section 17.56.130, Amendment to CFC 503.1.1) on the **Fire Master Plan**. Show the proposed route around the exterior of the building that can be used by firefighters and show proposed landscaping (i.e. trees, raised planter boxes) or other potential obstructions (fences, equipment, etc.) to firefighter access around the structure. Also, include the proposed route surface (i.e. concrete), width, and travel distances (as a

person would travel from the curb of the Fire Apparatus Access Roads) or include a note indicating the an approved surface will be provided.

5. **Standpipe Connections.** Show the Standpipe Connections (each floor) on the Fire Master Plan and call out dimensions. See CFC Section 905.
 - a. **CFC Section 905.1 (except last sentence) and 905.2** Add the language from these sections as a note on the Fire Master Plan.
 - b. **905.3.1 Indicate the Standpipe System type (Class I automatic) on the plan.**
 - c. **905.4 Location of Hose Connections** – Provide hose connections in the locations required in items 1-6 of this section. Regarding item #6, hose connections are required within 150' of any portion of every floor. This is to allow a Firefighter to reach any area with a 150' hose connected to a standpipe hose connections.

6. **Fire Flow Analysis:** Provide a fire flow analysis (on the Site Plan and Fire Master Plan) per CFC 507.3, Appendix B and Appendix C for all buildings on site.

7. **Show the locations of the fire sprinkler system risers.** Section 8.2.1 of NFPA 13 indicates that for a Light Hazard or Ordinary Hazard Group design, the maximum floor area on any one floor to be protected by sprinklers supplied by any one sprinkler system riser or combined system riser is 52,000 square feet (maximum). **The Huntington Beach Fire Department recommends consulting with a C-16 licensed Fire Protection Engineer for a determination of the number of Fire Sprinkler risers required (based upon square footage and design) and their locations.**

8. **Notes:** Add the following notes to the Fire Master Plan
 - a. **Fire Sprinklers** - A separate submittal for fire sprinklers and any associated equipment is required. As per City Specification #420, a fire sprinkler plan will need to be submitted to the HBFD for review and approval, a permit issued and final inspection conducted. The system shall be designed as per 2010 CFC, NFPA 13 & HBMC requirements.

 - b. **Fire Alarm** - A separate submittal for the fire alarm system is required. A fire alarm plan will need to be submitted to the HBFD for review and approval, a permit issued and final inspection conducted. A complete building fire alarm system must be designed as per 2013 CFC, CEC, NFPA 72 & HBMC.

 - c. **Private Fire Service Mains and Hydrants** - A separate submittal to the Huntington Beach Fire Department for any private fire service mains and hydrants is required. The system must be designed to meet the requirements of 2013 CFC, NFPA 13, NFPA 24, NFPA 14 & HBMC. The maintenance of private fire hydrants is the responsibility of the owner or facility association. Shop drawings shall be submitted to and approved by the Fire Department.

- d. **Fire Access Roads** shall be provided per City Specification #401. Fire Lanes shall be posted, marked, and maintained per City Specification #415, *Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties*. Show compliance with City Specification #401 and #415.
- e. **Enhanced Communication System** - Prior to H.B.F.D. approval for occupancy, a complete testing is required within the structure once built to verify that the emergency responder radio coverage (per CFC Section 510) meets the requirements of 2010 CFC Section 510.
- f. **Gurney Accessible Elevators** shall be provided per CBC Chapter 30 and CFC Chapter 6, Section 607.
- g. **Emergency Power** is required per CFC Section 604.2.15.2.1 (as amended in HBMC Section 17.56.260).
- h. **Standby Power** is required per CFC Section 604.2.15.1.1 (as amended in HBMC Section 17.56.250)
- i. **G.I.S. data:** Prior to HBFD approval for occupancy, all GIS data concerning the site is required to be submitted to Leslie Edwards in the Information Services Department. Please contact her with questions at 714-536-5697.
- j. Fire extinguishers to be located and sized as per City Specification #424 and fire inspectors' direction.
- k. Maintain jobsite safety during construction as per Chapter 14 of the 2010 California Fire Code.
- l. Adhere to the following during construction:
 - i. A water supply for fire protection, either temporary or permanent, and as approved by both the Fire and Public Works Departments, shall be made available as soon as combustible material arrives at the site (HBMC 17.56.480).
 - ii. At least one standpipe shall be provided for use during construction. Such standpipes shall be provided with Fire Department Connections at accessible locations adjacent to usable stairs. Such standpipes shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring. (HBMC 17.56.90)
 - iii. During construction, an approved automatic sprinkler system shall be installed and shall be fully functional up to one floor below the highest point of construction having secured decking or flooring. (HBMC 17.56.500)
- m. A separate submittal is required for the Fire Master Plan. A master plan will need to be submitted to the HBFD for review and approval. No approvals will be

granted for building permits, site grading or utilities until it has been approved. It will need to be a component of the submittal for the building plan review as well as all fire department plans.

- n. All apparatus access fire lanes must be constructed and marked/signed as per City Specifications #401 and #415.
- o. Address numbers must be placed over the exterior of the main entrance as per City Specification #428. Minimum size of numbers is 10", and they must contrast with background.
- p. Doors leading to the Fire Alarm Control Panel and Fire Riser must have labels on them indicating such.
- q. Knox box fire fighter access is required at or near all HBFD required access doors into the building and gates as per City Specification #403. They must be as close as possible to the entrances and readily visible to responding fire fighters. Opticom sensors are required on all fire apparatus access gates (if any).
- r. Elevators must be sized to accommodate an ambulance gurney, and meet all minimum CBC Chapter 30 and CFC requirements.
- s. The methane control system shall meet the requirements of City Specification #429 and submitted to HBFD for review and approval prior to issuance of a Building Permit.

Environmental

The Huntington Beach Fire Department (HBFD) reviewed the "Pacific City Closure Binder" hereinafter "Binder" provided by PC Group Retail, LLC dated March 15, 2013. The Binder contains key environmental reports, information, and correspondence concerning the Pacific City project primarily covering the period 2005 to present, and including by reference reports dating back to the 1990s. The request by PC Group Retail, LLC for closure of the Retail and Hotel portion of the Pacific City project (defined as the area between Pacific View, Pacific Coast Highway, Huntington St., and 1st St.) is hereby conditionally **approved** under the following circumstances:

SITE CLOSURE REQUIREMENTS:

1. There are areas of petroleum hydrocarbon and/or lead-impacted material that are documented in several environmental reports which remain in place along, or immediately outside of, the southern edge of the project adjacent to Pacific Coast Highway and appurtenant features (e.g., sidewalks). Since it is possible that future off-site work (e.g., street or utility trenching) may result in exposure to these impacted soils, all future site drawings or work plans involving intrusive work activities near these areas must acknowledge and clearly demarcate known impacted areas. These project proponent submittals must also provide documentation of appropriate mitigation measures which, at a minimum, should include: a Soil Mitigation Plan pursuant to South Coast Air Quality

Management District (SCAQMD) Rule 1166, implementation of an on-site full-time environmental auditing program, and provision of appropriate personal protective and monitoring equipment for construction personnel. It is the responsibility of the project proponent to brief all persons performing intrusive work activities at the site on the locations and potential safety hazards associated with these impacted areas. If future impacted materials are encountered from these off-site locations (or in areas not previously evaluated or investigated), the HBFD will be immediately notified and appropriate investigation, management and documentation will be required to confirm the remaining soil in such areas meets *City Specification 431-92, Soil Clean-Up Standards*.

2. While impacts related to soils not meeting *City Specification 431-92, Soil Clean-Up Standards*, have been addressed by the project proponent, operation of future systems integrated within the development will require continued environmental management (e.g., sump and drain water discharge, if present, related to subterranean parking area and elevator shafts, if any). Such systems shall also be addressed in building plans and other plans submitted to the city for review and approval. Project representatives will be responsible for the management and financial cost of future monitoring programs. In accordance with current and future City ordinance(s) and/or requirement(s), appropriate City of Huntington Beach departments shall be notified of these operations, and any associated conditions shall be met. This does not relieve the responsibility of PC Group Retail, LLC to ensure that these operations are in full compliance with all appropriate rules and regulations promulgated by other concerned agencies (e.g., California Regional Water Quality Control Board, Santa Ana Region, and County of Orange Health Care Agency).
3. Any soil imported to the site must be documented to comply with *City Specification 431-92, Soil Clean-Up Standards*. Soil may be imported to the site only if the HBFD has been provided with advanced notice of the import operation and has reviewed and approved the proponents' written documentation of compliance.
4. A methane barrier and methane mitigation system complying with City Specification 429 Methane District Building Permit Requirements is required to be maintained/extended under the existing structure and provided under new structures. A permit is required for this work and a plan showing compliance with City Specification 429 shall be submitted to the HBFD for review and approval.
5. The existing onsite oil well, "Atlanta Ave. Community #13 (API #059-00123)", must be vented to the sky through an approved horizontal and vertical vent piping system complying with City Specification 429. Currently, there is a permit for the installation of a vent cone and "temporary" vent riser which extends to 10' above the existing grade. A permit is required for the installation of additional horizontal and vertical vent piping, which is needed to provide permanent venting of the well.

PLEASE NOTE:

- Conformance to *City Specifications* **DOES NOT** relieve the responsibility of PC Group Retail, LLC regarding other concerned agency notification and/or approval (e.g., California Regional Water Quality Control Board, South Coast Air Quality Management District, Department of Toxic Substance Control, County of Orange Health Care Agency, etc.)

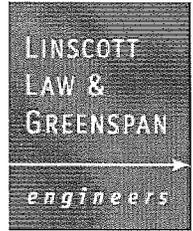
Discovery of additional soil contamination or underground pipelines, etc., must be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification #431-92 Soil Clean-Up Standards.

Other:

- a. Adherence to all of the previous code requirements and conditions of approval for the Pacific City Project are still in effect.
- b. Additional Permits Required: A hazardous materials operational permit shall be obtained from the Fire Department prior to occupancy. This is for any hazardous materials associated with the pool or other operations. An annual assembly permit and high-rise permit is also required.
- c. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with City Specification #426, Fire Safety Requirements for Construction Sites.
- d. Outside City Consultants. The Fire Department review of this project and subsequent plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the Fire Department to recover consultant fees from the applicant, developer or other responsible party.

Fire Department City Specifications may be obtained at:
Huntington Beach Fire Department Administrative Office
City Hall 2000 Main Street, 5th floor
Huntington Beach, CA 92648
or through the City's website at www.surfcity-hb.org

If you have any questions, please contact the Fire Prevention Division at (714) 536-5411.



RECEIVED
DEC 13 2013
Dept. of Planning
& Building

December 13, 2013

Mr. Anthony Wrzosek
R.D. Olson Development
2955 Main Street, Third Floor
Irvine, California 92614

LLG Reference No. 2.13.3413.1

**Subject: Pacific City Hotel EIR Transportation/Traffic
Conformance Evaluation
Pacific City - Huntington Beach, California**

Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

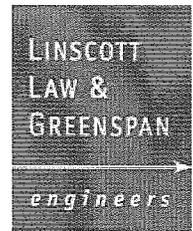
Dear Mr Wrzosek:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Environmental Impact Report (EIR) Transportation/Traffic Conformance Evaluation for the proposed Pacific City development as currently proposed. The currently proposed Pacific City development, which is located along Pacific Coast Highway between 1st Street and Huntington Street in the City of Huntington Beach, consists of 191,100 square feet (SF) of retail, restaurant, and health club uses (i.e. shopping center traffic characteristics), 1,095 SF office use, and a 250-room hotel. Site access for the currently proposed development consists of four (4) driveways along Pacific View Avenue serving the commercial and hotel uses, one (1) driveway along 1st Street serving the commercial uses, and one (1) driveway along Huntington Street serving the Hotel uses (service and employee exit-only). It should be noted that the central driveway on Pacific View Avenue and the driveway on 1st Street will continue to provide service access for commercial loading. In addition, access to the subterranean parking garage for the commercial component will be via the westerly and central driveways on Pacific View Avenue as well as via 1st Street, while access to the subterranean parking garage for the hotel component will be via the two easterly driveways on Pacific View Avenue as well as via Huntington Street.

The Final EIR (EIR No. 02-01 & SCH No. 2003011024) for Pacific City, dated February 2004, included a *Reduced Project Alternative*, which was the development scenario approved by the City of Huntington Beach. The *Reduced Project Alternative* consists of 191,100 SF of visitor-serving commercial (retail, restaurant, and office uses) and a 400-room hotel. As described in the Project Description on Page 2-23 of the Draft EIR, site access for the approved Project consists of two (2) driveways serving the commercial and hotel uses plus one (1) central driveway for service only along Pacific View Avenue, one (1) driveway along 1st Street for service only, and

- Phillip M. Linscott, PE (1924-2000)
- Jack M. Greenspan, PE (Ret.)
- William A. Law, PE (Ret.)
- Paul W. Wilkinson, PE
- John P. Keating, PE
- David S. Shender, PE
- John A. Boarman, PE
- Clare M. Look-Jaeger, PE
- Richard E. Barretto, PE
- Keif D. Maberry, PE

An LGZWB Company Founded 1966

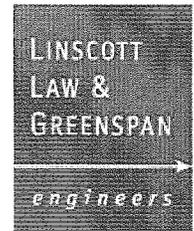


one (1) driveway along Huntington Street serving the Hotel uses (service and employee only). In addition, access to the subterranean parking garage for the approved visitor-serving commercial component consists of the three (3) westerly driveways on Pacific View Avenue, while access to the subterranean parking garage for the approved hotel component consists of the easterly driveway on Pacific View Avenue as well as via Huntington Street.

Attachment A presents the previously approved site plan as well as the proposed current development program site plan for comparison purposes.

Based on our evaluation of the traffic generation forecast potential of the current development program, as shown in *Table A*, versus the approved *Reduced Project Alternative*, as shown in *Table 10A*, the current development program traffic generation forecast is less. The commercial component traffic generation is essentially equal (ADT is greater, AM peak hour is less, and PM peak hour is equal) while the hotel traffic generation is less due to the 150-room reduction in the hotel component of the current development program. While the current development program includes a health club component, which was not included in the approved *Reduced Project Alternative*, the health club trip generation component is included in the ITE Land Use 820 *Shopping Center* land use category according to the *ITE Trip Generation Manual*. In addition, the outdoor dining component of approximately 13,000 SF in the current development program, is not included in the 191,100 SF shopping center trip generation consistent with the traffic generation forecast for the approved *Reduced Project Alternative* since the outdoor dining area is typically not included in the traffic generation calculation as a reasonable amount of outdoor dining area is likely already included in the *Shopping Center* rate. Lastly, the restaurant component, including the outdoor dining area, of the shopping center area comprises approximately 30% of the total commercial/retail area, which is consistent with the approved *Reduced Project Alternative*, and consists of a reasonable percentage of restaurant area within the *ITE Shopping Center* land use category.

It should be noted that the Trip Reduction Flow Diagram has been updated based on the current land use program, shown as *Attachment No. 1* and utilized in *Table A*, while the original Trip Reduction Flow Diagram, shown as *Appendix C* from the approved TIA (04.23.04), was utilized for *Table 10A*. In addition for reference purposes, *Table 10* presents the project traffic generation forecast provided in the 04.23.04 approved TIA, which was the basis for the EIR traffic analysis. Based on the traffic generation potential of the current development, as shown in *Table A*, versus the approved project traffic generation, as shown in *Table 10*, the current development program traffic generation forecast is significantly less.



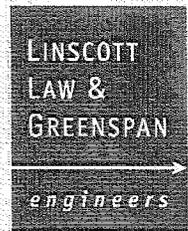
Consequently, since the number and location of proposed Project driveways are essentially the same, including turning movements, between the approved *Reduced Project Alternative* and the current development program, combined with a lesser traffic generation forecast for the current development program, the traffic impacts would remain the same or be lesser with the currently proposed development program. In particular, while the right-in/right-out driveway on 1st Street has been converted from “service only” access to “visitor and service” access, the study area traffic distribution remains the same and the level of service on Pacific View Avenue may likely be improved. Additionally, while a new right-in/right out driveway for the Hotel is proposed along Pacific View Avenue approximately 175 feet east of the shared hotel/commercial driveway, the turning movements for both the hotel/commercial driveway on the south side and the residential driveway on the north side remain the same. Furthermore, since the new driveway is a right-in/right-out operation, the eastbound approach volumes and movements on Pacific View Avenue at Huntington Street will be essentially the same or lesser compared to the approved project, except for a minor amount of new eastbound U-turn movements for vehicles headed to the northwest of the project site. Nonetheless, the intersection level of service (LOS) will continue to operate at acceptable levels.

Lastly, the conversion of the central right-in/right-out driveway along Pacific View Avenue from a “service only” access to “visitor and service” access and the relocation of the right-in/right-out driveway on 1st Street approximately 75 feet to the north will not create any new traffic impacts to the surrounding transportation system or substantially affect the results of the approved traffic impact analysis for the Pacific City development.

As a result, while the proposed current development program and design for Pacific City is slightly different than the approved Pacific City development program and design, it is our finding that the traffic and transportation impacts associated with the proposed current development program for Pacific City, as described above, are in substantial conformance with the approved EIR for Pacific City, as the forecast LOS will continue to operate at acceptable levels and the operating conditions will remain the same or better with the proposed current hotel development program.

* * * * *

Mr. Anthony Wrzosek
December 13, 2013
Page 4



We appreciate the opportunity to prepare this EIR Conformance Evaluation for R.D. Olson Development. Should you have any questions or need additional assistance, please do not hesitate to call me at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

A handwritten signature in black ink, appearing to read "Keil D. Maberry".

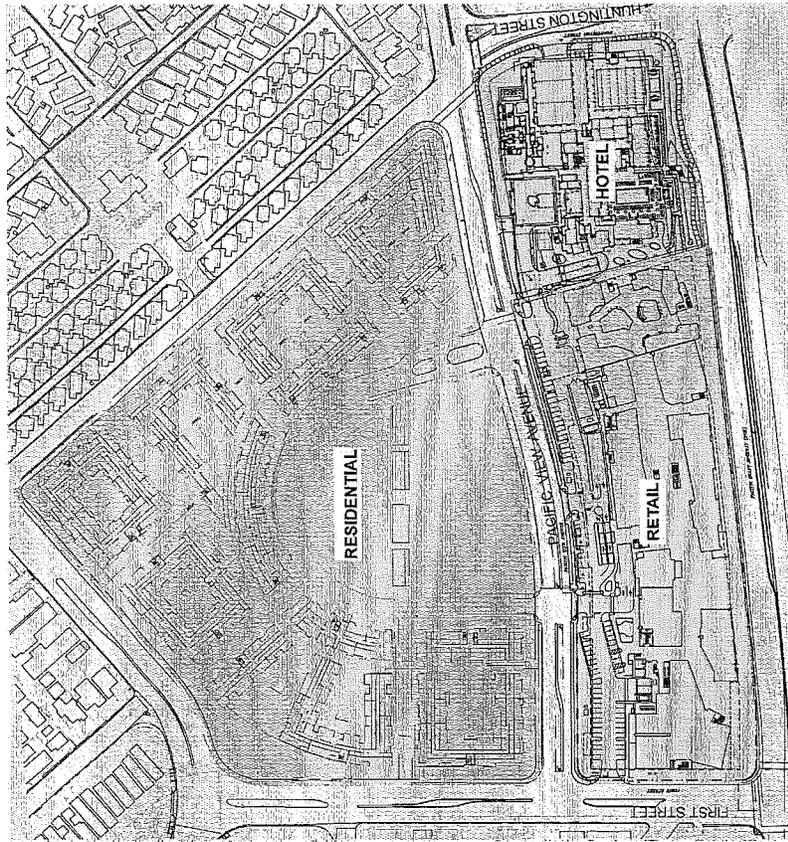
Keil D. Maberry, P.E.
Principal

Attachments

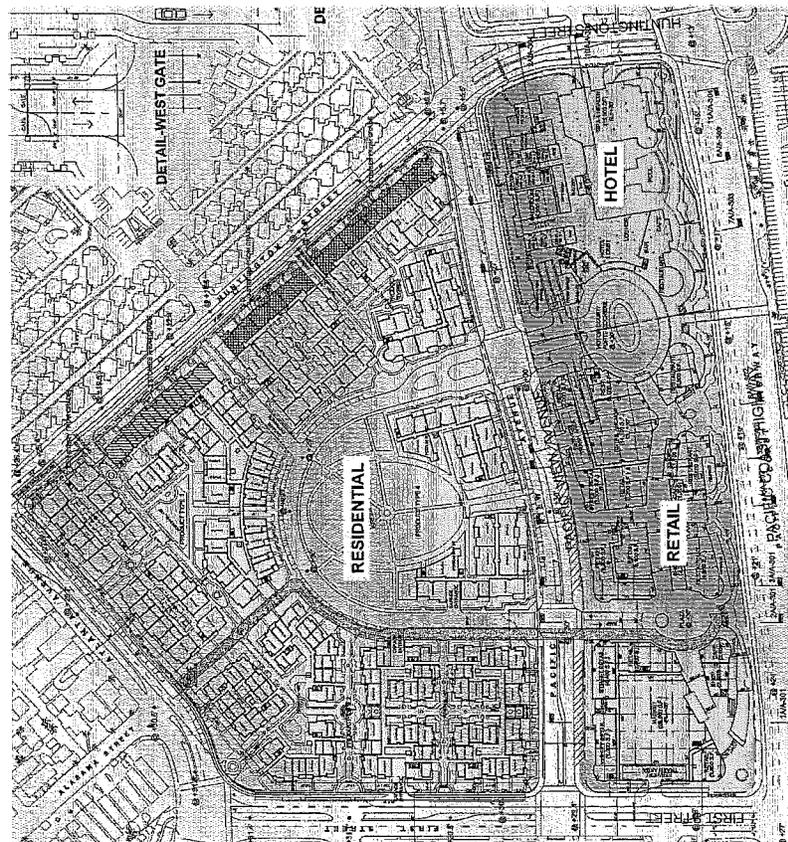
cc: file



Attachment A



PROPOSED PLAN



PREVIOUS PLAN

D-004
PREVIOUS & PROPOSED
PLANS
AUGUST 23, 2018



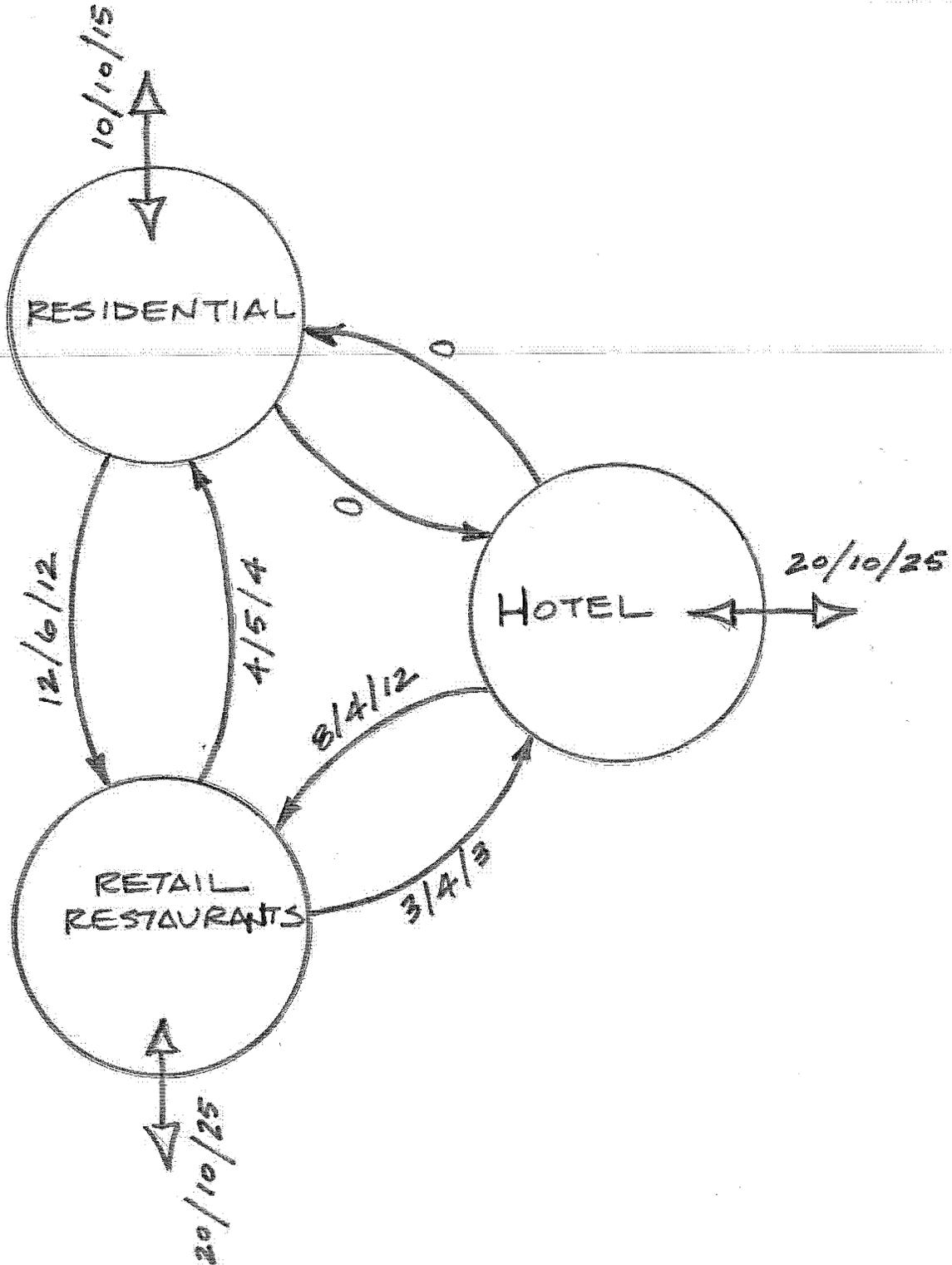
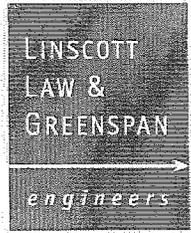
TABLE A
PROJECT TRAFFIC GENERATION FORECAST
DJM Pacific City, Huntington Beach

ITE Land Use Code	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
• 310: Hotel (250 Rooms)	2,043	85	55	140	78	70	148
Internal Capture (8%/4%/12%)	-163	-3	-2	-5	-9	-8	-17
Mode Shift (20%/10%/25%)	-409	-9	-6	-15	-20	-18	-38
<i>Subtotal</i>	<i>1,471</i>	<i>73</i>	<i>47</i>	<i>120</i>	<i>49</i>	<i>44</i>	<i>93</i>
• 820: Retail/Restaurant (191,100 SF)	10,346	138	88	226	481	501	982
Internal Capture (7%/9%/7%)	-724	-12	-8	-20	-34	-35	-69
Mode Shift (20%/10%/25%)	-2,069	-14	-9	-23	-120	-125	-245
<i>Subtotal</i>	<i>7,553</i>	<i>112</i>	<i>71</i>	<i>183</i>	<i>327</i>	<i>341</i>	<i>668</i>
• 710: Office (1,095 SF)	12	2	0	2	0	2	2
• 230: Residential							
Condominium/Townhouse (516 du)	2,626	31	155	186	160	77	237
Internal Capture (12%/6%/12%)	-315	-2	-12	-14	-21	-10	-31
Mode Shift (10%/10%/15%)	-263	-3	-16	-19	-24	-12	-36
<i>Subtotal</i>	<i>2,048</i>	<i>26</i>	<i>127</i>	<i>153</i>	<i>115</i>	<i>55</i>	<i>170</i>
Proposed Traffic Generation Forecast	11,084	213	245	458	491	442	933

Note:

- Internal Capture and Mode Shift values are based on the Trip Reduction Flow Diagram contained in Attachment No. 1
- (X%/Y%/Z%) = Daily/AM Peak/PM Peak
- Retail/Restaurant traffic generation forecast is based on the Shopping Center ITE Land Use Code: 820 (8th Edition) equations.

PACIFIC CITY (DJM)
TRIP REDUCTION FLOW DIAGRAM (05.21.13)



ADT/AM/PM

TABLE 10A

REDUCED PROJECT ALTERNATIVE TRAFFIC GENERATION FORECAST
Pacific City, Huntington Beach

ITE Land Use Code	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
• 310: Hotel (400 Rooms)	3,212	140	88	228	128	116	244
Internal Capture (10%/5%/15%)	-321	-7	-4	-11	-19	-17	-36
Mode Shift (20%/10%/25%)	-642	-14	-9	-23	-32	-29	-61
<i>Subtotal</i>	<i>2,249</i>	<i>119</i>	<i>75</i>	<i>194</i>	<i>77</i>	<i>70</i>	<i>147</i>
• 710: General Office (30,000 SF)	527	63	9	72	19	94	113
Internal Capture (15%/10%/10%)	-79	-6	-1	-7	-2	-9	-11
Mode Shift (10%/5%/5%)	-53	-3	-0	-3	-1	-5	-6
<i>Subtotal</i>	<i>395</i>	<i>54</i>	<i>8</i>	<i>62</i>	<i>16</i>	<i>80</i>	<i>96</i>
• 820: Retail/Restaurant (161,000 SF)	9,259	129	82	211	412	448	860
Internal Capture (8%/12%/8%)	-741	-15	-10	-25	-33	-36	-69
Mode Shift (20%/10%/25%)	-1,852	-13	-8	-21	-103	-112	-215
<i>Subtotal</i>	<i>6,666</i>	<i>101</i>	<i>64</i>	<i>165</i>	<i>276</i>	<i>300</i>	<i>576</i>
• 230: Residential							
Condominium/Townhouse (516 du)	2,626	31	155	186	160	77	237
Internal Capture (12%/8%/13%)	-315	-2	-12	-14	-21	-10	-31
Mode Shift (10%/10%/15%)	-263	-3	-16	-19	-24	-12	-36
<i>Subtotal</i>	<i>2,048</i>	<i>26</i>	<i>127</i>	<i>153</i>	<i>115</i>	<i>55</i>	<i>170</i>
Net Traffic Generation Forecast	11,358	300	274	574	484	505	989

Note:

- Internal Capture and Mode Shift values are based on the Trip Reduction Flow Diagram contained in Appendix C
- (X%/Y%/Z%) = Daily/AM Peak/PM Peak

Revised: June 24, 2013

TABLE 10

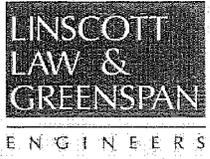
**PROJECT TRAFFIC GENERATION FORECAST
Pacific City, Huntington Beach**

ITE Land Use Code	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
• 310: Hotel (400 Rooms)	3,212	140	88	228	128	116	244
Internal Capture (10%/5%/15%)	-321	-7	-4	-11	-19	-17	-36
Mode Shift (20%/10%/25%)	<u>-642</u>	<u>-14</u>	<u>-9</u>	<u>-23</u>	<u>-32</u>	<u>-29</u>	<u>-61</u>
<i>Subtotal</i>	<i>2,249</i>	<i>119</i>	<i>75</i>	<i>194</i>	<i>77</i>	<i>70</i>	<i>147</i>
• 710: General Office (60,000 SF)	896	109	15	124	25	122	147
Internal Capture (15%/10%/10%)	-134	-11	-1	-12	-3	-12	-15
Mode Shift (10%/5%/5%)	<u>-90</u>	<u>-5</u>	<u>-1</u>	<u>-6</u>	<u>-1</u>	<u>-6</u>	<u>-7</u>
<i>Subtotal</i>	<i>672</i>	<i>93</i>	<i>13</i>	<i>106</i>	<i>21</i>	<i>104</i>	<i>125</i>
• 820: Retail/Restaurant (175,000 SF)	9,769	137	88	225	436	473	909
Internal Capture (8%/12%/8%)	-782	-16	-11	-27	-35	-38	-73
Mode Shift (20%/10%/25%)	<u>-1,954</u>	<u>-14</u>	<u>-9</u>	<u>-23</u>	<u>-109</u>	<u>-118</u>	<u>-227</u>
<i>Subtotal</i>	<i>7,033</i>	<i>107</i>	<i>68</i>	<i>175</i>	<i>292</i>	<i>317</i>	<i>609</i>
• Museum (5,000 SF)	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.
• 230: Residential							
Condominium/Townhouse (516 du)	2,626	31	155	186	160	77	237
Internal Capture (12%/8%/13%)	-315	-2	-12	-14	-21	-10	-31
Mode Shift (10%/10%/15%)	<u>-263</u>	<u>-3</u>	<u>-16</u>	<u>-19</u>	<u>-24</u>	<u>-12</u>	<u>-36</u>
<i>Subtotal</i>	<i>2,048</i>	<i>26</i>	<i>127</i>	<i>153</i>	<i>115</i>	<i>55</i>	<i>170</i>
Net Traffic Generation Forecast	12,002	345	283	628	505	546	1,051

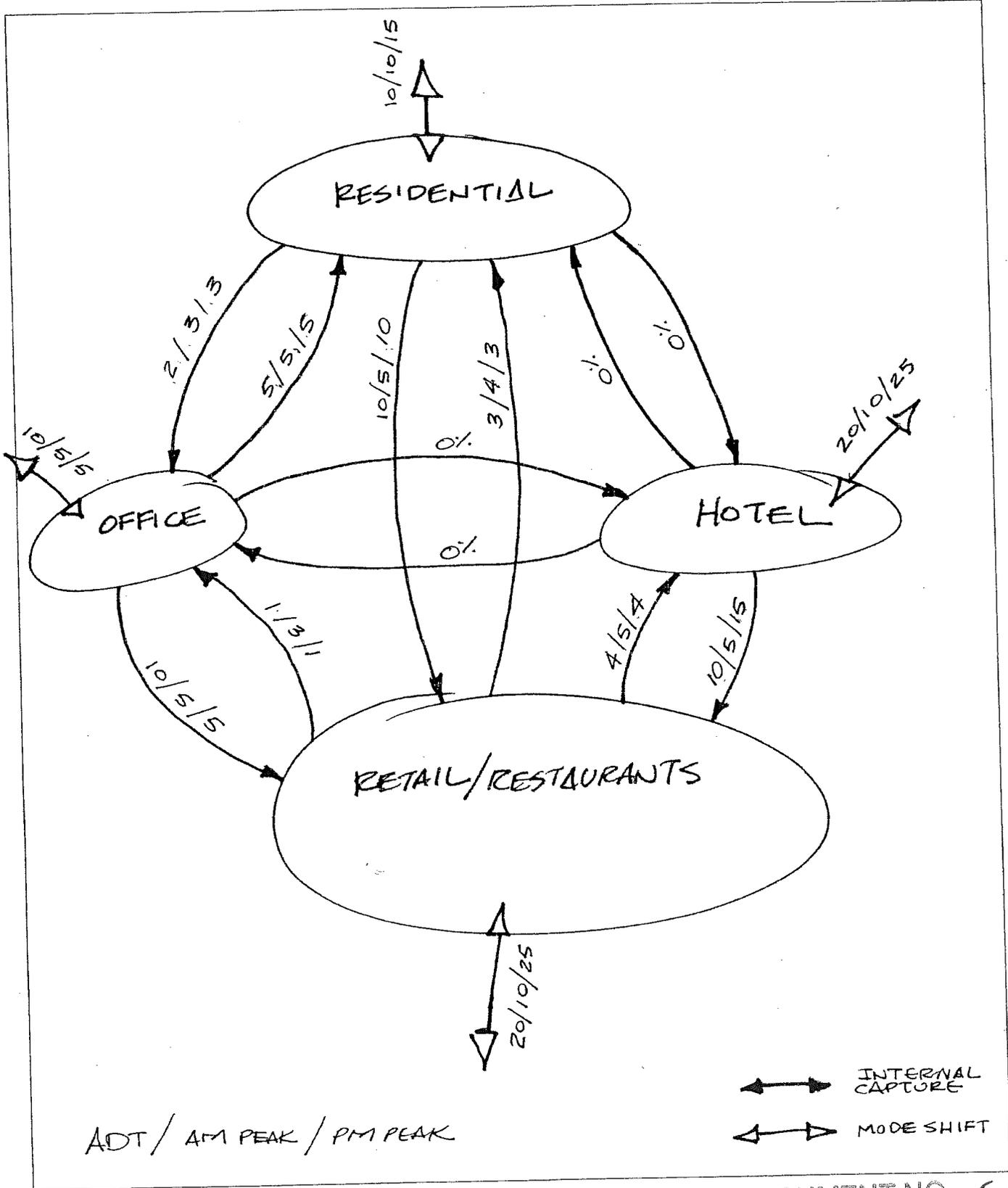
Note:

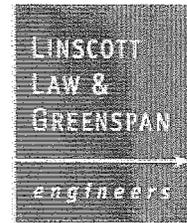
- Internal Capture and Mode Shift values are based on the Trip Reduction Flow Diagram contained in Appendix C
- (X%/Y%/Z%) = Daily/AM Peak/PM Peak

Revised: March 5, 2003



APPENDIX C
TRIP REDUCTION FLOW DIAGRAM





RECEIVED

NOV 21 2013

Dept. of Planning
& Building

November 20, 2013

Engineers & Planners
Traffic
Transportation
Parking

Mr. Anthony Wrzosek
R.D. Olson Development
2955 Main Street, Third Floor
Irvine, California 92614

Linscott, Law &
Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 F
949.825.6173 F
www.llgengineers.com

LLG Reference No. 2.13.3413.1

**Subject: Parking Demand Analysis for the Proposed
Pacific City Hotel Project
Huntington Beach, California**

Pasadena
Irvine
San Diego
Woodland Hills

Dear Mr. Wrzosek:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis Summary for the currently proposed Pacific City Hotel project. This analysis is consistent with the approved parking demand analysis prepared for the proposed Pacific City Visitor-Serving Commercial development, which included a 400-room hotel.

The current development program for the proposed Pacific City Hotel project consists of a 250-room resort hotel, a 5,800 square-foot (SF) signature restaurant, a spa facility with eight (8) spa treatment rooms, and 6,720 SF of net banquet area, which excludes the meeting space and pre-function area.

This parking demand analysis evaluates the Pacific City Hotel project parking requirements based on the City of Huntington Beach Zoning Ordinance and the methodology outlined in Urban Land Institute's (ULI) *Shared Parking 2nd Edition*. Our method of analysis, findings, and conclusions are described in detail in the following sections of this report.

Project Location and Description

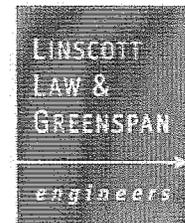
The Pacific City Hotel project is a proposed resort hotel development located on the northwest quadrant of Pacific Coast Highway and Huntington Street in the City of Huntington Beach. *Figure 1* presents a Vicinity Map, which illustrates the general location of the project and depicts the surrounding street system

Table 1, located at the rear of this letter report following the figures, presents a summary of the currently proposed Pacific City Hotel project uses. As shown, the proposed project includes a 250-room resort hotel, a spa facility with eight (8) spa treatment rooms, a 5,800 square-foot (SF) signature restaurant, and 6,720 SF of net

Phillip M. Linscott, PE (1924-2010)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boerman, PE
Clare M. Look-Jeager, PE
Richard E. Barretto, PE
Kelli D. Maberry, PE

An L&P Company - Founded 1966

Mr. Anthony Wrzosek
November 20, 2013
Page 2



banquet area. The proposed parking supply will consist of 358 parking spaces, located within a two-level subterranean parking garage and will also include a valet parking program. *Figures 2A* presents the proposed Project site plan, while *Figures 2B* and *2C* present Level B1 and Level B2 of the proposed subterranean parking garage, respectively, for the Pacific City Hotel project. As shown in *Figure 2A*, hotel guests will enter the site Pacific View Avenue via the shared driveway with the adjacent Pacific City Visitor-Serving Commercial project and either self-park within the subterranean parking garage or utilize the valet parking program within the hotel porte cochere at the main entrance of the hotel. The valet parking pick up area will be located within Level B1 of the subterranean parking garage, which will contain a right-in/right-out driveway access along Pacific View Avenue approximately 175 feet east of the main shared driveway access. In addition, a right-in/right-out employee-only access will be provided along Huntington Street approximately 150 feet north of PCH, which will directly access Level B2 of the subterranean parking garage.

Parking Supply-Demand Analysis

This parking analysis for the Pacific City Hotel project involves determining the expected parking needs, based on the size and type of proposed development components, versus the parking supply. In this case, there are two methods that can be used to estimate the proposed development's peak parking demands. These methods include:

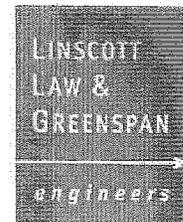
- Application of City Zoning Ordinance requirements (which typically treat each use in the retail center as a "stand alone" use at maximum demand); and
- Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each land use component varies by time of day, day of week, and/or month of year).

The shared parking methodology is certainly applicable to a development such as the Pacific City Hotel, as the individual land uses (i.e., hotel, restaurant, and conference/banquet) experience peak demands at different times of the day.

City of Huntington Beach Zoning Ordinance Parking Requirements

The City of Huntington Beach zoning ordinance parking requirements for the Pacific City Visitor-Serving Commercial project are based on the City's requirements as outlined in *Chapter 231.04, Off-street Parking & Loading Spaces Required* of the City of Huntington Beach Municipal Code. The City's Municipal Code specifies the following parking requirements for hotel and restaurant uses:

- Hotel: 1.1 spaces per guest room use plus one space per passenger transport vehicle (minimum of two stalls), which includes additional uses within the hotel (i.e. banquet/meeting/ballroom, restaurant, and spa).



- Spa: 3 spaces per spa treatment room (It should be noted that City Code does not have a specific parking requirement for this use classification).
- Eating & Drinking Establishments, with more than 12 seats (restaurants): 1 space per 100 square-feet (SF).
- Conference Center/Ballroom/Banquet: 1 person per 30 square feet and average vehicle occupancy of 2.5 persons per vehicle. (It should be noted that City Code does not have a specific parking requirement for this use classification).

Table 2 summarizes the parking requirements for the proposed mix of tenants at the Pacific City Hotel project using the above-referenced City code parking ratios. As shown, direct application of City Zoning Ordinance parking ratios to the project results in a total parking requirement of 350 parking spaces. With a proposed on-site parking supply of 358 spaces, a theoretical parking surplus of 8 spaces is forecast.

However, as previously mentioned, there is an opportunity to share parking spaces based on the utilization profile of each land use component. Consistent with Chapter 231.06 of the Municipal Code, the following section calculates the parking requirements for the proposed project based on the shared parking methodology approach. In addition, there is a significant opportunity for internal capture within the development, particularly with the hotel signature restaurant and the hotel spa, which will be primarily utilized by hotel guests.

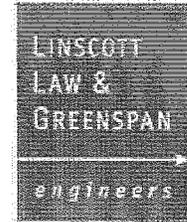
Shared Parking Analysis

Based on the mix of uses proposed for the Pacific City Hotel project, the parking demand can be calculated using shared parking criteria as established by the Urban Land Institute (ULI) which lays out a calculation matrix for computing the project's realistic parking needs. The shared parking calculations included in this report are based on the proposed land uses/mix of tenants for the Pacific City Hotel project, and reflects the development tabulations presented in *Table 1* and *Table 2*.

Shared Parking Rationale and Basis

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day or day of week), rather than individual peak ratios as represented in the City of Huntington Beach Zoning Code (*Chapter 231.04, Off-Street Parking and Loading Spaces Required*).

Mr. Anthony Wrzosek
November 20, 2013
Page 4



The analytical procedures for Shared Parking Analyses are well documented in the Shared Parking publication by the Urban Land Institute (ULI) and have been previously accepted by the City of Huntington Beach. As for other local application, the City of Costa Mesa, and the City of Irvine, among others, has adopted Shared Parking procedures into their Zoning Ordinances based on the ULI techniques and individual parking studies, which validate and/or refine the ULI demand projections and profiles.

Shared parking calculations for the Pacific City Hotel project utilize peak parking ratios and hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach will result, at other than peak parking demand times, in an excess amount of spaces that will service the overall needs of the proposed Pacific City Hotel project.

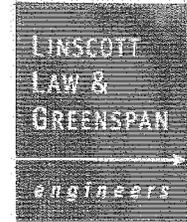
Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the Pacific City Hotel project are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 2nd Edition*. The ULI publication presents hourly parking demand profiles for seven general land uses: office, retail, restaurant, cinema, residential (Central Business District: CBD and non-CBD), hotel (consisting of separate factors for guest rooms, restaurant/lounge, conference room, and convention area). These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project.

Since the primary project components of the currently proposed Pacific City Hotel project is hotel, the ULI hotel use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each accordingly; we've found it more convenient to translate both profiles to a percent of expected maximum demand, which, for retail, turns out to be on a Saturday).

The hotel shared parking model was separated into four profile uses based on their time-of-day parking demand and are based on the ULI baseline. The parking demand requirements for the hotel signature restaurant, hotel banquet/ballrooms, and hotel spa were adjusted to account for use by non-guests, which generate additional parking demand. In addition, based on our research, hotel parking demand ratios, which are based on parking spaces per occupied room, do not include parking demand for other significant uses within the hotel, such as signature restaurants, ballroom/banquet facilities, and spas. Consequently, the weekday and weekend parking design models assume that non-guests of the hotel use approximately 25% of the signature restaurant

Mr. Anthony Wrzosek
November 20, 2013
Page 5



(It should be noted that the base parking demand for the signature hotel restaurant use consists of 21 spaces, which consists of nine employees and 12 non-guest customers) and 10% of the proposed Spa (It should be noted that the base parking demand for the hotel spa use consists of nine spaces, which consists of eight employees and one non-guest). In addition, the parking demand generated from the ballroom/banquet facilities consists of 85% non-guests within the ballroom/banquet area on the weekday and 75% non-guests on the weekend. These percentages were developed based on experience with prior resort hotel shared parking studies, such as the Marriott Laguna Cliff and Ritz Carlton Laguna Niguel parking studies. In addition, our experience indicates that while all of the meeting/banquet/ballrooms may get booked on a weekday, not all of the rooms were used at the same time, in that a portion of the meeting/banquet/ball room space was used for set-up/storage/break area for beverage/food/etc.

The City's hotel parking requirement is 1.1 space per key plus one space per passenger transport vehicle, the signature restaurant parking requirement is based on the City code rate of 10 spaces/1000 SF, the banquet/ballroom parking requirement is based on 1 person per 30 square feet and an occupancy of 2.5 persons per vehicle on the net ballroom/banquet area, and the spa parking requirement is based on 3 spaces per spa treatment room, which is consistent with the typical parking code requirement for a salon at 3 spaces per station.

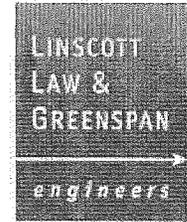
Lastly, the base parking condition also includes a parking demand of 15 spaces to account for the City Code Hotel parking requirement proportion compared to the Pacific City visitor-serving commercial parking requirement of the 53 off-street parking spaces along the project frontage that will be eliminated and relocated on-site. It should be noted that the proposed visitor-serving commercial component will absorb the other 38 relocated parking spaces within its parking supply.

Shared Parking Analysis Results

Tables 3 and 4 present the weekday and weekend parking demand, respectively, for the Pacific City Hotel project based on the shared parking methodology. Review of *Table 3* shows that the peak-parking requirement for The Pacific City Hotel project during a weekday occurs at 5:00 PM and totals *327 spaces*. On a weekend day, the peak parking demand occurs at 9:00 PM, when a parking demand of *350 spaces* is forecast (see *Table 4*).

As shown in *Table 3*, based on a proposed shared parking supply of 358 parking spaces, a minimum parking surplus of 31 spaces is forecast during the weekday peak hour at 5:00 PM.

As shown in *Table 4*, based on a proposed shared parking supply of 358 parking spaces, a minimum parking surplus of 8 spaces is forecast during the weekend day peak hour at 9:00 PM.



As a result, adequate parking will be provided for the proposed Pacific City Hotel project and the proposed uses within the Pacific City Hotel project will not generate a parking demand beyond the approximately 358 parking spaces to be provided within the subterranean parking garage.

It should be noted that the proposed parking supply of 358 parking spaces may be reduced during the final refinement of the subterranean parking structure design, but will ultimately be greater than or equal to the peak parking demand requirement of 350 spaces.

Appendix A contains the shared parking analysis calculation worksheets for the weekday and weekend day parking scenarios.

Summary of Findings and Conclusions

- The proposed Pacific City Hotel project involves the construction of a 250-room resort hotel, a 5,800 square-foot (SF) signature restaurant, a spa facility with eight (8) spa treatment rooms, and 6,720 SF of net banquet area. The Pacific City Hotel project proposes a parking supply of **358 parking spaces**, located within a two-level subterranean parking garage.
- Direct application of City parking ratios to the proposed Pacific City Visitor-Serving Commercial project results in a City Zoning Ordinance parking requirement of **350 parking spaces**. Based on a parking supply of 358 parking spaces, a theoretical parking surplus of 8 parking spaces is forecast.
- The Shared Parking Analysis indicates that the peak parking demand for the proposed Pacific City Hotel project (*Table 3*) during a weekday totals **327 parking spaces** and occurs at 5:00 PM. With a proposed parking supply of 358 parking spaces, a minimum parking surplus of 31 parking spaces is forecast on a typical peak weekday. In addition, the peak parking demand for the proposed Pacific City Hotel project (*Table 4*) during a weekend totals **350 parking spaces** and occurs at 9:00 PM. With a proposed parking supply of 358 parking spaces, a minimum parking surplus of 8 parking spaces is forecast on a typical peak weekend day. As a result, adequate parking will be provided for the proposed Pacific City Hotel project.

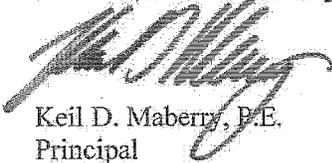
* * * * *

Mr. Anthony Wrzosek
November 20, 2013
Page 7



We appreciate the opportunity to prepare this parking demand analysis for R.D. Olson Development. Should you have any questions or need additional assistance, please do not hesitate to call me at (714) 641-1587.

Very truly yours,
Linscott, Law & Greenspan, Engineers

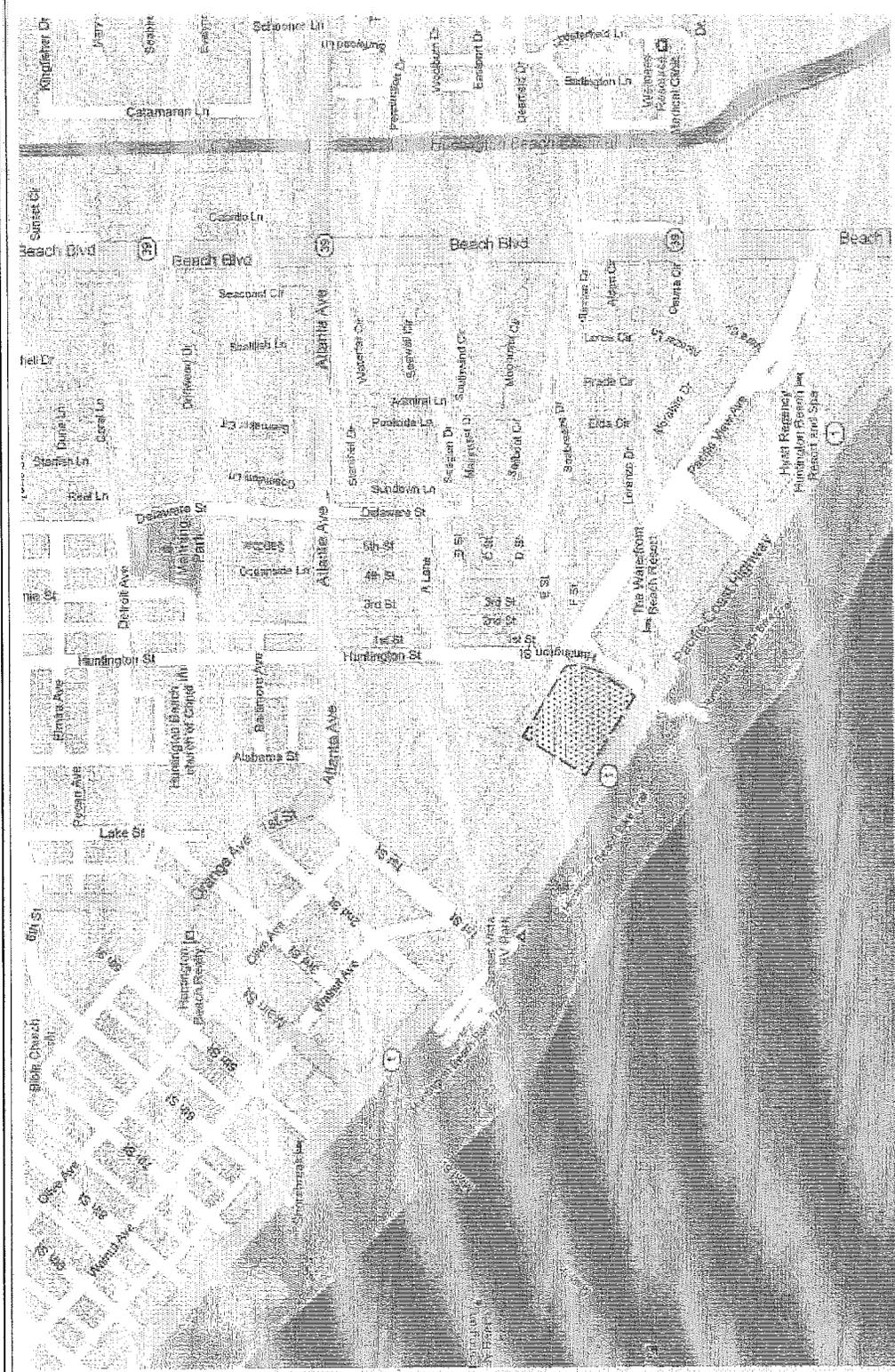

Keil D. Maberry, P.E.
Principal



Attachments

Cc: File

n:\3400\2133413 - pacific city hotel, huntington beach\dwg\3415f-1.dwg LDP 11:00:11 09-03-2013 gquilar



SOURCE: GOOGLE

KEY
 = PROJECT SITE

 NO SCALE

LINSCOTT
 LAW &
 GREENSPAN
 engineers

FIGURE 1
 VICINITY MAP
 PACIFIC CITY HOTEL, HUNTINGTON BEACH

h:\3400\2133413 - pacific city hotel, huntington beach\dwg\3413f-2a.dwg LDP 08:45:55 11-20-2013 ogilior

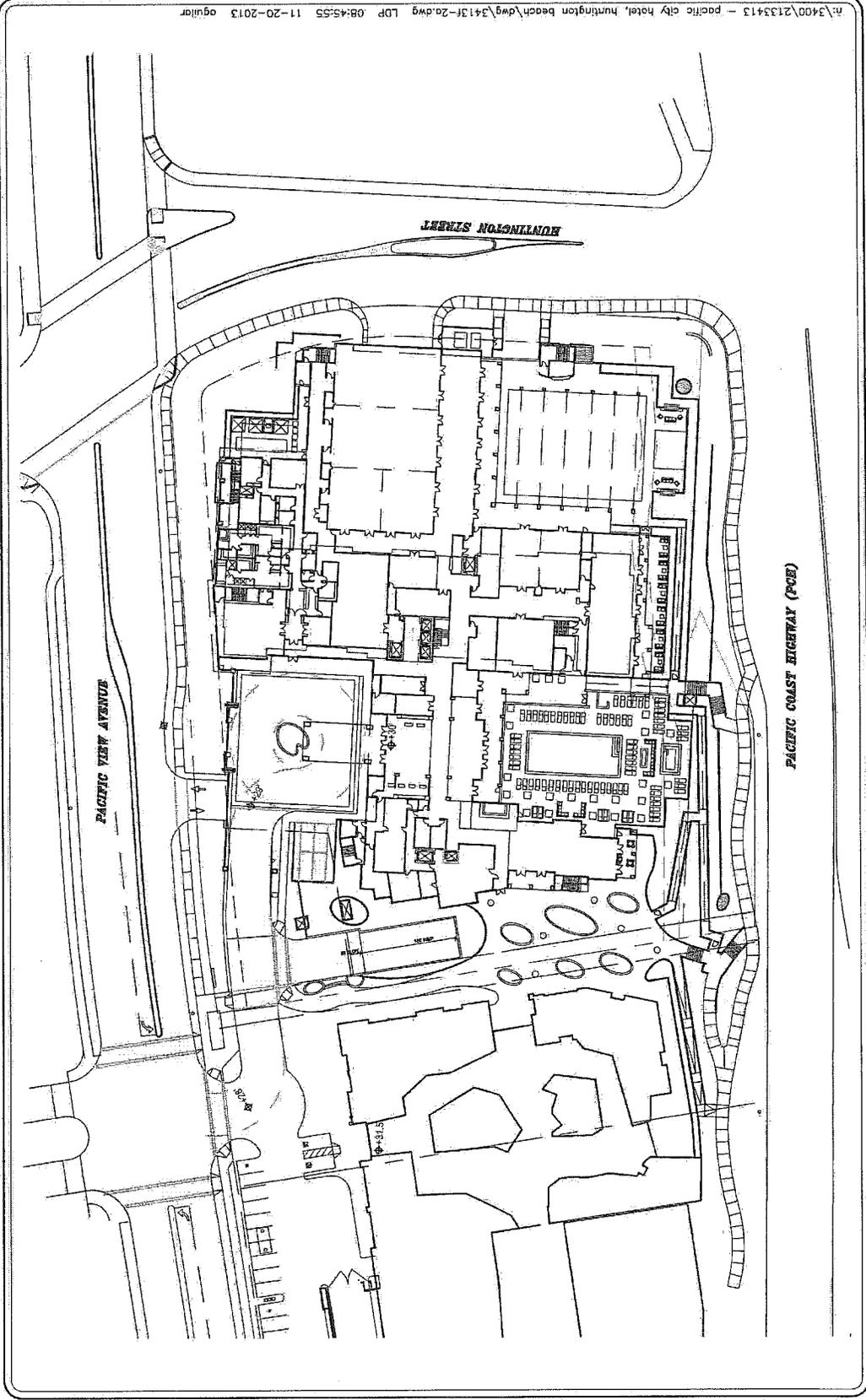


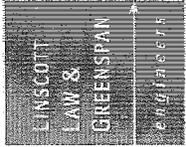
FIGURE 2A

PROPOSED SITE PLAN PACIFIC CITY HOTEL, HUNTINGTON BEACH

SOURCE: RD OLSON



NO SCALE



m:\3400\2133\13 - pacific city hotel, huntington beach\dwg\3413f-2c.dwg LDP-08-56:37 11-20-2013 gular

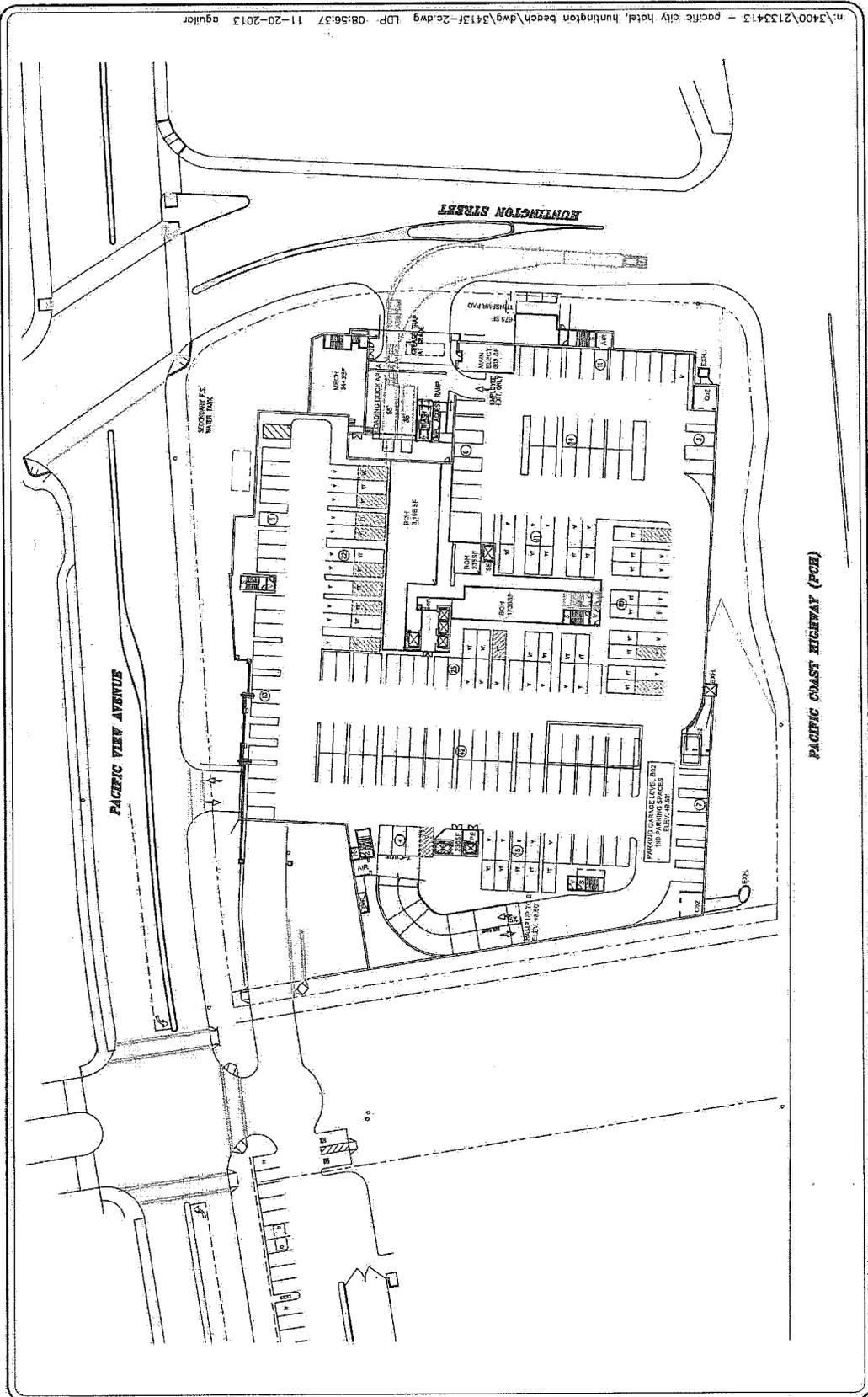


FIGURE 2C

PARKING STRUCTURE - LEVEL B2 PACIFIC CITY HOTEL, HUNTINGTON BEACH

SOURCE: RD OLSON



NO SCALE

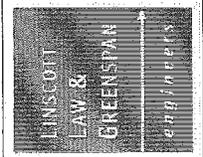




TABLE 1
LAND USE SUMMARY [1]
Pacific City Hotel, Huntington Beach

Location	Hotel	Hotel Spa	Hotel Signature Restaurant	Hotel Banquet Net Area
Pacific City Hotel	250 Rooms	8 Spa Treatment Rooms	5,800 SF	6,720 SF
Total	250 Rooms	8 Spa Treatment Rooms	5,800 SF	6,720 SF

Notes:

[1] Source: *R.D. Olson Development*.



TABLE 2
CITY ZONING ORDINANCE REQUIREMENT [1]
Pacific City Hotel, Huntington Beach

Land Use	Size	City of Huntington Beach Code Parking Ratio	City Code Spaces Required
Hotel [2]	250 Rooms	1.1 spaces per guest room	277
Hotel Restaurant (with more than 12 seats)	5,800 SF	1 space per 100 SF GFA.	58
Relocated Off-Site Parking Requirement [3]	—	—	15
Pacific City Hotel Parking Code Requirement			350
Pacific City Hotel Parking Supply			358
Parking Surplus/(Deficiency)			8

Notes:

[1] Source: *Chapter 23.04, Off-street Parking & Loading Spaces Required, City of Huntington Beach Zoning and Subdivision Ordinance.*

[2] Hotel parking demand includes the banquet, meeting, retail, spa, and employees areas. In addition, the Hotel parking demand includes 2 additional spaces for passenger transportation vehicles.

[3] Consists of the Hotel's proportional share of the 53 off-street parking spaces along the project frontage that will be eliminated and relocated on-site.

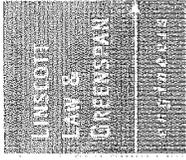
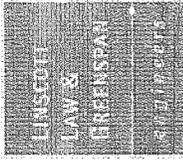


TABLE 3
WEEKDAY HOTEL SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach

Land Use	Signature Hotel Restaurant		Hotel Spa		Leisure Hotel		Banquet		Relocated On-Street Parking Spaces	Total Hotel Shared Parking Demand
	Size	5.800 KSF	8 Rooms	3 /Room	250 Keys	1.1 /Key	6.720 KSF	See Note [3]		
Gross Spaces	58 Spc.	25% Non-Guests	24 Spc.	10% Non-Guests	277 Spc.	N/A	90 Spc.	85% Non-Guests		
Time of Day	Number of Spaces [4]		Number of Spaces [5]		Number of Spaces		Number of Spaces			
6:00 AM	0		6		205		0		15	226
7:00 AM	2		6		219		0		15	242
8:00 AM	4		6		244		23		15	292
9:00 AM	6		7		222		46		15	296
10:00 AM	9		7		206		46		15	283
11:00 AM	11		7		206		46		15	285
12:00 PM	15		7		195		50		15	282
1:00 PM	15		7		195		50		15	282
2:00 PM	14		7		206		50		15	292
3:00 PM	10		7		206		50		15	288
4:00 PM	11		7		211		50		15	294
5:00 PM	16		9		210		77		15	327
6:00 PM	18		8		203		77		15	321
7:00 PM	19		6		191		77		15	308
8:00 PM	19		4		202		77		15	317
9:00 PM	19		2		213		77		15	326
10:00 PM	18		2		213		39		15	287
11:00 PM	15		2		216		0		15	248
12:00 AM	6		0		213		0		15	234

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
- [3] Required parking spaces determined based on 1 person per 30 SF and 2.5 persons per vehicle.
- [4] Signature Hotel Restaurant base parking demand consists of 9 employees and 12 non-guest customers.
- [5] Hotel Spa base parking demand consists of 8 employees and 1 non-guest customer.



**TABLE 4
WEEKEND HOTEL SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach**

Land Use	Signature Hotel Restaurant	Hotel Spa	Leisure Hotel	Banquet	Relocated On-Street Parking Spaces		Total Hotel Shared Parking Demand
					On-Street Parking Spaces	Demand	
Size	5,800 KSF	8 Rooms	250 Keys	6,720 KSF			
Pkg Rate[2]	10 /KSF	3 /Room	1.1 /Key	See Note [3]			
Gross Spaces	58 Spc.	24 Spc.	277 Spc.	90 Spc.			
	25% Non-Guests	10% Non-Guests	N/A	75% Non-Guests			
Time of Day	Number of Spaces [4]	Number of Spaces [5]	Number of Spaces	Number of Spaces			
6:00 AM	0	3	225	0	15	243	
7:00 AM	2	3	236	0	15	256	
8:00 AM	3	3	250	20	15	291	
9:00 AM	5	4	226	41	15	291	
10:00 AM	7	4	207	41	15	274	
11:00 AM	9	4	207	41	15	276	
12:00 PM	13	4	195	44	15	271	
1:00 PM	14	4	195	44	15	272	
2:00 PM	12	4	207	44	15	282	
3:00 PM	12	4	207	44	15	282	
4:00 PM	12	6	214	44	15	291	
5:00 PM	16	8	220	68	15	327	
6:00 PM	20	7	225	68	15	335	
7:00 PM	20	5	223	68	15	331	
8:00 PM	21	3	235	68	15	342	
9:00 PM	20	1	246	68	15	350	
10:00 PM	20	1	242	34	15	312	
11:00 PM	19	1	254	0	15	289	
12:00 AM	11	0	248	0	15	274	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

[3] Required parking spaces determined based on 1 person per 30 SF and 2.5 persons per vehicle.

[4] Signature Hotel Restaurant base parking demand consists of 9 employees and 12 non-guest customers.

[5] Hotel Spa base parking demand consists of 8 employees and 1 non-guest customer.

APPENDIX A
ULI PARKING CALCULATION WORKSHEETS

Appendix Table A-1

SIGNATURE HOTEL RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach

Land Use	Fine/Casual Dining				Shared Parking Demand
Size	5.800 KSF				
Pkg Rate[2]	10 /KSF				
Gross Spaces	21 Spaces				
	12 Guest Spc.		9 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	18%	2	2
8:00 AM	0%	0	45%	4	4
9:00 AM	0%	0	68%	6	6
10:00 AM	14%	2	81%	7	9
11:00 AM	36%	4	81%	7	11
12:00 PM	68%	8	81%	7	15
1:00 PM	68%	8	81%	7	15
2:00 PM	59%	7	81%	7	14
3:00 PM	36%	4	68%	6	10
4:00 PM	45%	5	68%	6	11
5:00 PM	68%	8	90%	8	16
6:00 PM	86%	10	90%	8	18
7:00 PM	90%	11	90%	8	19
8:00 PM	90%	11	90%	8	19
9:00 PM	90%	11	90%	8	19
10:00 PM	86%	10	90%	8	18
11:00 PM	68%	8	77%	7	15
12:00 AM	23%	3	32%	3	6

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking." Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-2

HOTEL SPA
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach

Land Use	Hotel Spa				
Size	8,000 Rooms				Shared Parking Demand
Pkg Rate[2]	3 /Room				
Gross Spaces	9 Spaces				
	1 Guest Spc.		8 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	5%	0	75%	6	6
7:00 AM	10%	0	75%	6	6
8:00 AM	40%	0	75%	6	6
9:00 AM	55%	1	75%	6	7
10:00 AM	75%	1	75%	6	7
11:00 AM	90%	1	75%	6	7
12:00 PM	100%	1	75%	6	7
1:00 PM	100%	1	75%	6	7
2:00 PM	100%	1	75%	6	7
3:00 PM	100%	1	75%	6	7
4:00 PM	85%	1	75%	6	7
5:00 PM	65%	1	100%	8	9
6:00 PM	35%	0	100%	8	8
7:00 PM	15%	0	75%	6	6
8:00 PM	10%	0	50%	4	4
9:00 PM	5%	0	20%	2	2
10:00 PM	0%	0	20%	2	2
11:00 PM	0%	0	20%	2	2
12:00 AM	0%	0	0%	0	0

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios, Breakdown of guest vs. employee
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-3

LEISURE HOTEL
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach

Land Use	Leisure Hotel				Conference Center/Banquet	
	250 Keys 1.1 /Key				6.720 KSF	
Gross Spaces	277 Spaces				77 Spc.	
	217 Guest Spc.		60 Emp. Spc.			
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces
6:00 AM	93%	202	5%	3	0%	0
7:00 AM	93%	202	29%	17	0%	0
8:00 AM	88%	191	88%	53	30%	23
9:00 AM	78%	169	88%	53	60%	46
10:00 AM	68%	148	97%	58	60%	46
11:00 AM	68%	148	97%	58	60%	46
12:00 PM	63%	137	97%	58	65%	50
1:00 PM	63%	137	97%	58	65%	50
2:00 PM	68%	148	97%	58	65%	50
3:00 PM	68%	148	97%	58	65%	50
4:00 PM	73%	158	88%	53	65%	50
5:00 PM	78%	169	68%	41	100%	77
6:00 PM	83%	180	39%	23	100%	77
7:00 PM	83%	180	19%	11	100%	77
8:00 PM	88%	191	19%	11	100%	77
9:00 PM	93%	202	19%	11	100%	77
10:00 PM	93%	202	19%	11	50%	39
11:00 PM	97%	210	10%	6	0%	0
12:00 AM	97%	210	5%	3	0%	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-4

SIGNATURE HOTEL RESTAURANT
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach

Land Use	Fine/Casual Dining				
	5.800 KSF				Shared Parking Demand
Size Pkg Rate[2]	10 /KSF				
Gross Spaces	21 Spaces				
	12 Guest Spc.		9 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	20%	2	2
8:00 AM	0%	0	30%	3	3
9:00 AM	0%	0	60%	5	5
10:00 AM	0%	0	75%	7	7
11:00 AM	15%	2	75%	7	9
12:00 PM	50%	6	75%	7	13
1:00 PM	55%	7	75%	7	14
2:00 PM	45%	5	75%	7	12
3:00 PM	45%	5	75%	7	12
4:00 PM	45%	5	75%	7	12
5:00 PM	60%	7	100%	9	16
6:00 PM	90%	11	100%	9	20
7:00 PM	95%	11	100%	9	20
8:00 PM	100%	12	100%	9	21
9:00 PM	90%	11	100%	9	20
10:00 PM	90%	11	100%	9	20
11:00 PM	90%	11	85%	8	19
12:00 AM	50%	6	50%	5	11

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-5

HOTEL SPA
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach

Land Use	Hotel Spa				
Size	8,000 Rooms				Shared Parking Demand
Pkg Rate[2]	3 /Room				
Gross Spaces	9 Spaces				
	1 Guest Spc.		8 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	5%	0	41%	3	3
7:00 AM	10%	0	41%	3	3
8:00 AM	40%	0	41%	3	3
9:00 AM	55%	1	41%	3	4
10:00 AM	75%	1	41%	3	4
11:00 AM	90%	1	41%	3	4
12:00 PM	100%	1	41%	3	4
1:00 PM	100%	1	41%	3	4
2:00 PM	100%	1	41%	3	4
3:00 PM	100%	1	41%	3	4
4:00 PM	85%	1	62%	5	6
5:00 PM	65%	1	82%	7	8
6:00 PM	35%	0	82%	7	7
7:00 PM	15%	0	62%	5	5
8:00 PM	10%	0	41%	3	3
9:00 PM	5%	0	16%	1	1
10:00 PM	0%	0	16%	1	1
11:00 PM	0%	0	16%	1	1
12:00 AM	0%	0	0%	0	0

Notes:

- [1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
- [2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee
- [3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-6

LEISURE HOTEL
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Pacific City Hotel, Huntington Beach

Land Use	Leisure Hotel				Conference Center/Banquet	
Size	250 Keys				6.720 KSF	
Pkg Rate[2]	1.1 /Key					
Gross Spaces	277 Spaces					
	235 Guest Spc.		42 Emp. Spc.		68 Spc.	
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces
6:00 AM	95%	223	5%	2	0%	0
7:00 AM	95%	223	30%	13	0%	0
8:00 AM	90%	212	90%	38	30%	20
9:00 AM	80%	188	90%	38	60%	41
10:00 AM	70%	165	100%	42	60%	41
11:00 AM	70%	165	100%	42	60%	41
12:00 PM	65%	153	100%	42	65%	44
1:00 PM	65%	153	100%	42	65%	44
2:00 PM	70%	165	100%	42	65%	44
3:00 PM	70%	165	100%	42	65%	44
4:00 PM	75%	176	90%	38	65%	44
5:00 PM	80%	188	75%	32	100%	68
6:00 PM	85%	200	60%	25	100%	68
7:00 PM	85%	200	55%	23	100%	68
8:00 PM	90%	212	55%	23	100%	68
9:00 PM	95%	223	55%	23	100%	68
10:00 PM	95%	223	45%	19	50%	34
11:00 PM	100%	235	45%	19	0%	0
12:00 AM	100%	235	30%	13	0%	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.