



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

**TO:** Planning Commission  
**FROM:** Scott Hess, AICP, Director of Planning and Building  
**BY:** Rosemary Medel, Associate Planner *RM*  
**DATE:** April 14, 2015  
**SUBJECT:** **ZONING TEXT AMENDMENT NO. 15-003 (BEACH AND EDINGER CORRIDORS SPECIFIC PLAN)**  
**APPLICANT:** City of Huntington Beach, 2000 Main Street, Huntington Beach, CA 92648  
**LOCATION:** Beach and Edinger Corridors Specific Plan Boundary (SP 14)

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**STATEMENT OF ISSUE:**

- ◆ Zoning Text Amendment (ZTA) No. 15-003 represents a request to amend the Beach and Edinger Corridors Specific Plan (BECSP) based on the March 16, 2015, City Council directive to pursue the following amendments to the BECSP:
  - Reduce the residential Maximum Amount of New Development (MAND) to 2,100 units;
  - Require a conditional use permit (CUP) for all residential and mixed-use: residential/commercial projects;
  - Apply the coastal zone parking requirements to all residential projects;
  - Increase front yard setbacks to 30 feet minimum for projects fronting public streets (allow CUP to deviate) and require 10-foot upper story setbacks above third story;
  - Require all residential projects to have retail/commercial uses at street level (allow CUP to deviate);
  - Modify development standards for auto dealers;
  - Allow deviation to Edinger Avenue frontage road requirements for commercial projects adding up to 50 percent of existing square footage;
  - Allow assembly uses on the ground level in certain districts with a CUP;
  - Restrict building heights to four stories maximum; and
  - Allow a current pending project (Urban Art Lofts) to be processed under current development standards and policies in effect on date zoning application was deemed complete.
  
- ◆ Staff's Recommendation:  
Approve Zoning Text Amendment No. 15-003 based upon the following:
  - Modifies development standards and restricts further residential development to ensure preservation of the existing character and development pattern along the Beach Boulevard and Edinger Avenue corridors consistent with City Council direction;

- Maintains streamlined site plan review process for commercial development and provides greater allowances to expand existing commercial developments before triggering full public improvement/streetscape requirements, thereby prioritizing new and expansion of existing commercial developments;
- Incentivizes expansion of existing and new auto dealerships through flexible zoning standards; and
- Consistent with General Plan policies to require commercial uses at the ground floor/street level for all mixed use development projects proposing a residential component.

**RECOMMENDATION:**

Motion to:

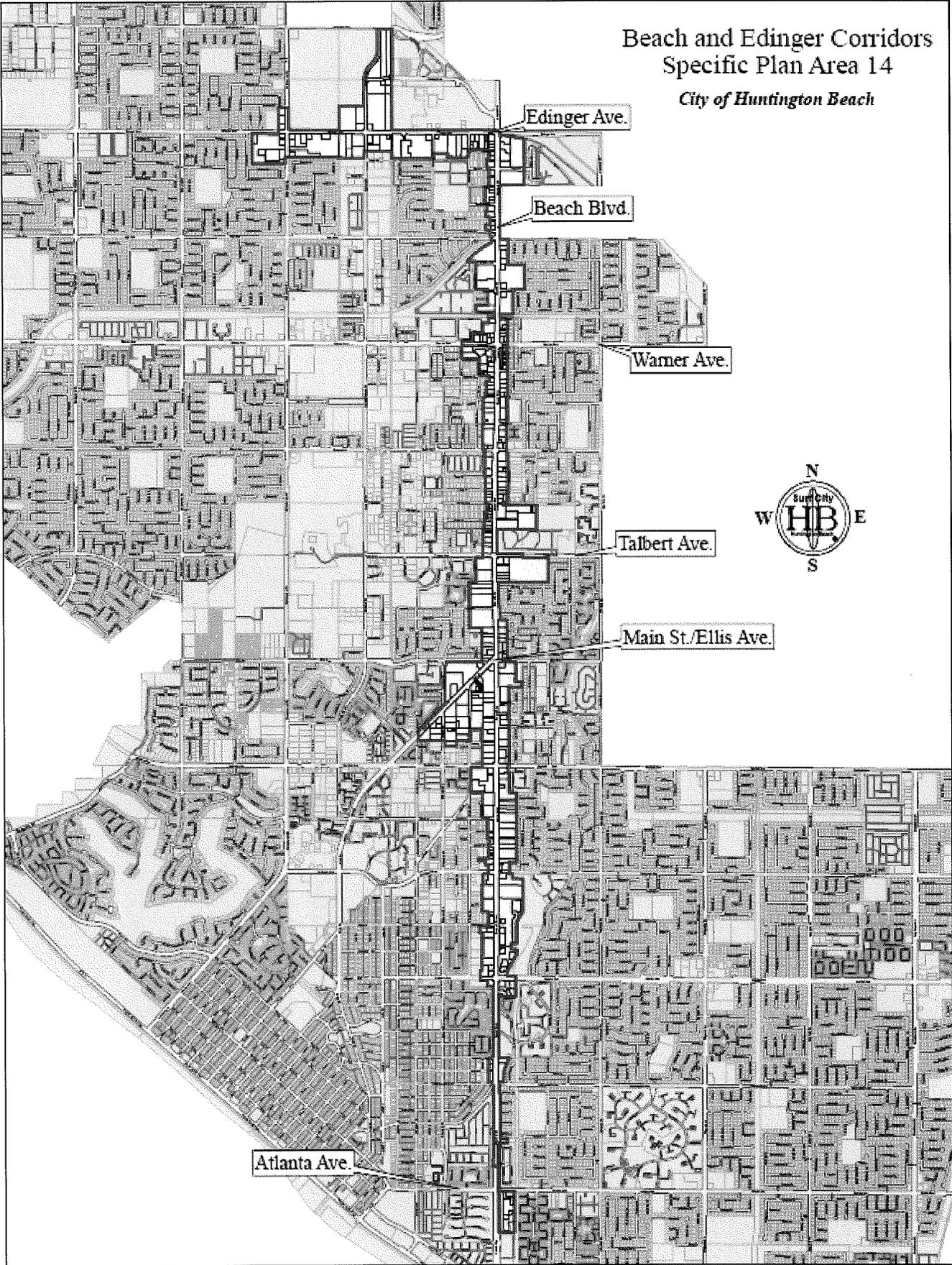
“Approve Zoning Text Amendment No. 15-003 with findings for approval (Attachment No. 1) and forward Draft Resolution (Attachment No. 2) to the City Council for adoption.”

**ALTERNATIVE ACTION(S):**

The Planning Commission may take alternative actions such as:

1. “Approve Zoning Text Amendment No. 15-003 **with modifications** based upon findings for approval (Attachment No. 1) and forward Draft Resolution (Attachment No. 2) to the City Council for adoption.”
2. “Deny Zoning Text Amendment No. 15-003, with findings for denial.”

Beach and Edinger Corridors  
Specific Plan Area 14  
City of Huntington Beach



## **PROJECT PROPOSAL:**

Zoning Text Amendment No. 15-003 represents a request to amend the Beach and Edinger Corridors Specific Plan (BECSP) in accordance with the March 16, 2015, City Council directive (Attachment No. 4) to pursue the following amendments to the BECSP:

- Reduce the residential Maximum Amount of New Development (MAND) to 2,100 units;
- Require a CUP for all residential and mixed-use: residential/commercial projects;
- Apply the coastal zone parking requirements to all residential projects;
- Increase front yard setbacks to 30 feet minimum for projects fronting public streets (allow CUP to deviate) and require 10-foot upper story setbacks above third story;
- Require all residential projects to have retail/commercial uses at street level (allow CUP to deviate);
- Modify development standards for auto dealers;
- Allow deviation to Edinger Avenue frontage road requirements for commercial projects adding up to 50 percent of existing square footage;
- Allow assembly uses on the ground level in certain districts with a CUP; and
- Restrict building heights to four stories maximum.
- Allow a current pending project (Urban Art Lofts) to be processed under current development standards and policies in effect on date zoning application was deemed complete.

The proposed amendments affect Book II – Development Code of the BECSP and are provided in legislative draft form (**bold and underline**/~~strikeout~~) in Attachment No. 3.

Pursuant to Chapter 247 of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) the Planning Commission must make specific findings whether to approve, approve with modified form, or disapprove a proposed zoning text amendment prior to providing a recommendation to the City Council.

### **Background**

In 2006, the City Council initiated the BECSP in response to the issues facing the corridors in an effort to enhance the overall economic performance, the failing physical environment and functionality of the Corridors with the objectives to:

- Position the city such that it would remain competitive and attractive to businesses;
- Re-position disinvested corridor properties to capture value in the contemporary marketplace;
- Realign development policies and planned public investments to capitalize on the current primary market trends;
- Provide a reliable environment for investors that spell out municipal requirements in sufficient detail and that provides enhanced reliability and clarity as to character of future development; and
- Capitalize on residents with discretionary spending potential to support restaurants, quick foods, electronics, fashion and accessories and services, thereby spinning off additional retail spending.

Various public meetings including 6 community workshops, 8 Planning Commission study sessions, 3 City Council study sessions, PC/CC field trips and 3 public hearings were held. The 459-acre Beach and Edinger Corridors Specific Plan (BECSP) was adopted on March 1, 2010.

In October 2014, the previous City Council approved an H-item to direct staff to amend the BECSP to reduce the residential MAND to 2,800 units and make other modifications to address the impact of development in the BECSP.

On March 2, 2015, the current City Council held a study session to discuss specific issues related to the impact of development in the BECSP area. During the study session the City Council discussed potential amendments to the BECSP to address the following eight issues: Residential MAND, Entitlement Processing, Residential Parking, Building Setbacks, Retail/ Commercial Uses, Auto Dealer Standards, Existing Commercial Uses and Residential Density. Staff also provided the City Council with a list of approved projects as well as the status of potential or pending residential projects. A copy of the potential residential projects list is provided as Attachment No. 11 to this report.

On Monday, March 16, 2015, the City Council directed staff to process amendments to the Beach and Edinger Corridors Specific Plan as identified under Project Proposal above.

### **Study Session**

On March 24, 2015, a study session was held before the Planning Commission to discuss Zoning Text Amendment No. 15-003. Staff provided an overview of the history of the BECSP, a description of form-based code, and a summary of the proposed amendments to the BECSP. During the BECSP history portion of the presentation, the Planning Commission asked questions related to the intent of the BECSP and the environmental review process and public outreach that occurred during the BECSP process. During the form-based code portion of the presentation, the Planning Commission had questions related to the differences in process and content between form-based codes and traditional zoning codes.

Each of the proposed amendments was discussed by the Planning Commission at the study session. The Planning Commissioners discussed how the proposed amendments would generally affect potential development within the BECSP. They also asked questions related to the potential costs associated with the amendments, the environmental review process, how density could be addressed through the amendments, and the Planning Commission's ability to modify the amendments as directed by the City Council.

A total of six people spoke at the study session. A representative from the Kennedy Commission, a non-profit affordable housing advocacy organization, spoke in support of BECSP projects that provide affordable housing to low and very-low income households. A representative from the Building Industry Association of Orange County (BIAOC) spoke in support of several of the proposed amendments, but recommended alternative amendments with respect to the MAND, maximum building height, ground floor commercial requirements, and parking requirements. Both organizations provided letters at the study session meeting, which are provided as attachments to this report. The other four speakers represented residents and property owners within the BECSP

area and citywide. Three speakers spoke in support of the amendments and provided alternative recommendations to address impacts from high density residential developments. One speaker spoke in general opposition to the amendments and stated that he was involved in the BECSP process and participated in the various public workshops prior to the specific plan being adopted.

**ISSUES:**

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

The Beach and Edinger Corridors Specific Plan (BECSP) area is comprised of 459 acres and extends along Beach Boulevard, from the Coastal Zone boundary in the south to Edinger Avenue, and along Edinger Avenue from Beach Boulevard westward to Goldenwest Street.

**General Plan Conformance:**

The General Plan Land Use Map designation for the BECSP is Mixed Use-specific plan-design overlay (M-sp-d). ZTA No. 15-003 is consistent with this designation and the goals and objectives of the City's General Plan as follows:

A. Land Use Element

Objective LU 4.1: Promote the development of residential, commercial, industrial, and public buildings and sites that convey a high quality visual image and character.

Policy LU 4.2.3: Periodically, review and update the City's building and development codes and regulations to ensure that they incorporate professionally accepted state-of-the-art standards.

Goal LU 10: Achieve the development of a range of commercial uses.

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

Objective LU 15.1: Ensure that large scale, mixed-use, and multi-phased development projects and significant land use and activity districts achieve a consistent character, are compatible with their surrounding environment, and benefit the City.

The proposed amendments regarding maximum building height, front yard setbacks and upper story setbacks would ensure preservation of the existing character of the built environment within the specific plan area. Commercial uses would be encouraged by maintaining a streamlined site plan review process for commercial developments while requiring a conditional use permit and public hearing for residential and mixed use: residential/commercial developments. Existing commercial developments would have additional flexibility to expand and increase the amount of commercial square footage within a development without triggering public improvement requirements. In addition, the proposed amendments would require commercial uses along the ground floor/street level in all projects with a residential component.

**Zoning Compliance:**

No development project is proposed in conjunction with Zoning Text Amendment (ZTA) No. 15-003. ZTA No. 15-003 would amend various development standards of the Beach and Edinger Corridors Specific Plan (BECSP). A discussion of the amendments is included in the analysis section of this report. If ZTA No. 15-003 is approved by the City Council, future projects would be subject to the proposed amendments. However, the draft City Council resolution provides an exception for current projects with a pending complete application. This exception would apply to one pending project for a 172-unit multi-family mixed-use project on Beach Boulevard south of Ellis Avenue (Urban Art Lofts), which would be subject to existing standards and policies. If after one year from the effective date of ZTA No. 15-003, the project has not gained necessary approvals and obtained building permits, the exception would become nullified.

**Urban Design Guidelines Conformance:** Not Applicable

**Environmental Status:**

The proposed amendments are within the scope of the Beach and Edinger Corridors Specific Plan (BECSP) Program Environmental Impact Report (EIR No. 08-008) certified by the Planning Commission on December 8, 2009. In accordance with CEQA Guidelines Sections 15162 and 15163, no subsequent EIR or supplement to the EIR need be prepared for this zoning text amendment and no further environmental review or documentation is required.

**Coastal Status:** Not Applicable.

**Redevelopment Status:** Not applicable

**Design Review Board:** Not applicable.

**Subdivision Committee:** Not applicable.

**Other Departments Concerns and Requirements:**

The resolution was drafted by the City Attorney's Office for compliance as to form and content.

**Public Notification:**

Legal notice was published in the Huntington Beach Independent on April 2, 2015, and approximately 23,200 notices were sent to property owners of record and occupants within a 1000 ft. radius of the subject property, individuals/organizations requesting notification (Planning and Building Department's Notification Matrix), interested parties, and individuals/organizations that commented on the draft Specific Plan amendment. Written communications received prior to the April 14, 2015 Planning Commission meeting will be forwarded to the Planning Commission for consideration. Written communications received as of April 7, 2015 are included as attachments to this report (Attachment Nos. 6 – 10). In addition, staff received several phone calls inquiring about

the proposed amendments to the BECSP. The phone calls were generally from people that received a public hearing notice and wanted more information. Two callers voiced support for the amendments to the BECSP.

**Application Processing Dates:**

DATE OF COMPLETE APPLICATION:                      MANDATORY PROCESSING DATE(S):

*Zoning Text Amendment: March 16, 2015*                      Not applicable, legislative action

**ANALYSIS:**

ZTA No. 15-003 was directed by the City Council to address the impact of development within the BECSP. The proposed amendments would not change the allowable uses within the BECSP and would continue to allow for commercial, residential and mixed-use development. A discussion of the amendments by topic is provided below. Page numbers reference the March 2010 BECSP.

*Maximum Amount of New Development (MAND) – BECSP Page 10*

Section 2.1.1 of the BECSP sets forth the Maximum Amount of New Development (MAND), which establishes the maximum amount of new residential and commercial development permitted in the Beach and Edinger Corridors Specific Plan. The MAND corresponds to the installation of capacity improvements necessary to maintain level of service for the City’s arterial network as well as installation of utility infrastructure. The MAND is analyzed in the BECSP Program Environmental Impact Report (EIR).

The BECSP currently sets the residential MAND at 4,500 units; 1,900 units have been approved to date. The City Council directed a change in the residential MAND from a maximum of 4,500 units to a maximum of 2,100 units. Table 1 shows the proposed changes to the residential MAND on page 10 of the BECSP.

**TABLE 1 – Proposed BECSP MAND Changes (page 10)**

<b>Corridor</b>	<b>Dwelling Unit#</b>	<b>Permitted Dwelling Units</b>	<b>Remaining Dwelling Units*</b>	<b>Retail SF</b>	<b>Office SF</b>	<b>Hotel Rooms</b>
Edinger	1,745	1,375	0	206,000	0	150
Beach	2,755	525	200	532,000	112,000	200
<b>Total</b>	<b>4,500</b>	<b>1,900</b>	<b>2,100</b>	<b>739,400</b>	<b>112,000</b>	<b>350</b>

\*As of the effective date of this amendment to the Beach and Edinger Corridors Specific Plan.

If the MAND is changed to 2,100 units, then no building permits may be issued to allow construction of units beyond that number until a subsequent amendment to the BECSP is approved by the City Council. Since 1,900 units have already been approved then 200 units are remaining that could be approved. If an applicant proposes development of a project that exceeds the MAND, a request to change the MAND in conjunction with a development application would be necessary. Here is an example of the applications that would be required:

- Conditional Use Permit (CUP)<sup>1</sup> \$9,989 – requires Planning Commission approval and a noticed public hearing
- Zoning Text Amendment (ZTA) \$15,163 – requires Planning Commission and City Council approval and noticed public hearings
- Environmental Assessment (EA) \$10,679 – if the initial study concludes potential significant environmental effects, an Environmental Impact Report (EIR) would be required. The application fee is \$99,922, plus environmental consultant EIR costs in the range of \$100,000 - \$250,000. The EA/EIR would require approval by the City Council prior to action on the project.

The processing time for these applications is estimated to be 10 – 15 months. Once a project is approved pursuant to the application requirements listed above, an applicant can submit plans into plan check in order to obtain building permits.

To illustrate the difference in processing requirements between the current BECSP MAND of 4,500 units and reducing the MAND to 2,100 units, the following example is provided using the Beach and Ocean project. Beach and Ocean is a 173-unit multi-family apartment project located at 19891 Beach Blvd (west side of Beach between Utica and Adams across from the Newland shopping center). It is 4 stories with 5 levels of parking, private recreational amenities (pool, fitness center, rooftop deck, courtyard), and public open space.

### **BECSP Current Process**

Applications Required: Site Plan Review (SPR) \$5,519; Environmental Assessment (EA) \$10,679

The environmental assessment required submittal of an environmental assessment form/application, the BECSP Program EIR Mitigation Monitoring checklist and supporting technical studies, which, in this case, included a Hydrology Study, Geotechnical Study, Phase I ESA, Phase II ESA, Asbestos Survey, Water Quality Management Plan (WQMP), Shade/Shadow Analysis, and a Fault Rupture Hazard Study/Seismic Study.

Processing Time: 4 months (from application submittal date to project approval date)

Processing Procedure: Administrative approval (notification to surrounding properties was provided)

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<sup>1</sup> The proposed amendments also include a change in project process wherein all residential or mixed use: residential/commercial projects would require a conditional use permit from the Planning Commission.

**Proposed BECSP Process (2,100 unit MAND and CUP requirement)**

Applications Required: Conditional Use Permit (CUP) \$9,989; Zoning Text Amendment (ZTA) \$15,163; Environmental Impact Report (EIR) \$99,922 (plus environmental consultant EIR costs – can range between \$100,000 - \$250,000)

Processing Time: estimate 10 – 15 months

Processing Procedure: requires Planning Commission approval (CUP) and City Council approval (ZTA, EIR) (public hearing with notification to 500' radius)

It should be noted that not every project would need an EIR with implementation of the BECSP amendments. It would depend on the scope of the project and potential impacts. For example, a project similar in size to the 45-unit Olson townhome project on Airport Circle with no major environmental constraints on the property may require a Mitigated Negative Declaration. For that scenario, the applications would be CUP \$9,989, ZTA \$15,163, and EA \$10,679 with a processing time of approximately 7 – 9 months. Conversely, a project under the current BECSP process may not be able to fully rely on the BECSP Program EIR and require additional environmental review (e.g. – a Mitigated Negative Declaration or project specific EIR). However, the example project above would be typical for most cases.

A reduction in the residential MAND would limit future residential development within the BECSP as 1,900 units have already been approved with one pending application for a 172-unit multi-family mixed-use project. The reduction in the residential MAND would effectively prioritize commercial uses as no changes to the commercial MAND are proposed and the streamlined site plan review process would be maintained for commercial developments.

The proposed reduction in the residential MAND to 2,100 units may affect the City's Housing Element compliance with State law. If the City cannot continue to rely on sites within the BECSP to meet its Regional Housing Needs Assessment (RHNA) requirement identified in the Housing Element (page II-44), other sites within the City may need to be identified and re-zoned appropriately in order to remain in compliance. Any future changes to (or necessitated by) the Housing Element would require Planning Commission and City Council approval.

*Entitlement Processing – BECSP Pages 12, 14, 16, 18, 20, 22, 24, 26 & 29*

The proposed amendments would change the review process from a site plan review (SPR) to a conditional use permit (CUP) to the Planning Commission for all residential and mixed-use: residential/commercial projects in all eight segments of the BECSP. The CUP process would ensure that all projects with a residential component require a public hearing and notification.

Currently, in areas of the BECSP where residential is allowed, the use is permitted by right. However, all new development projects require approval of a SPR, which includes notification to surrounding properties at a minimum. In addition, the Director of Planning and Building may refer any project to the Planning Commission. Once acted upon, all projects may be appealed to the City Council. The City Council is also required to review the affordable housing component of all

residential developments and adopt a Development Agreement by Ordinance for each project. Table 2 identifies the process for the six residential or mixed-use: residential/commercial projects that have been approved in the BECSP to date.

**TABLE 2 –  
BECSP RESIDENTIAL PROJECTS APPROVED & DEVELOPMENT STATUS**

<b>PROJECT</b>	<b>ENTITLEMENTS – REVIEWED BY</b>	<b>CEQA REVIEW</b>	<b>DATE APPROVED</b>	<b>STATUS</b>
HB Lofts 7302-7400 Center – 378 units	CUP/EIR w/Public Hearing – PC (not appealed to CC) GPA/ZMA/ZTA w/Public Hearing – PC & CC	Project EIR	11/10/2008 <sup>2</sup>	Under Construction
The Boardwalk 7441 Edinger – 487 units	SPR/EIR w/Public Hearing – referred to PC (not appealed to CC)	Project EIR	2/8/2011	Under Construction
Beach & Ocean 19891 Beach – 173 units	SPR w/Public Notification – Director of Planning and Building (not appealed to PC)	Env. Assessment / Program EIR	3/27/2012	Completed & Occupied
Elan SEC Beach & d Ellis – 274 units	SPR/EIR w/Public Hearing – referred to PC (appealed to CC)	Project EIR	7/4/2012	Under Construction
Oceana 18151 Beach – 78 units	SPR w/Public Notification – Director of Planning and Building (not appealed to PC)	Env. Assessment / Program EIR	2/1/2013	Under Construction
Monogram SWC Gothard and Edinger – 510 units	SPR/EA w/ Public Hearing – referred to PC (EA was appealed to PC)	Env. Assessment / Program EIR	7/9/2013	In Plan Check
SPR = Site Plan Review, GPA = General Plan Amendment, ZMA = Zoning Map Amendment, ZTA = Zoning Text Amendment, CUP = Conditional Use Permit, EIR = Environmental Impact Report, DA = Development Agreement, PC=Planning Commission CC= City Council EA= Environmental Assessment				

The proposed amendment to require a CUP would ensure that all projects with a residential component require a public hearing, public notification and Planning Commission approval.

*Parking – BECSP Pages 13, 15, 17, 19, 21, 23, 25 & 27*

The proposed parking standards for the BECSP would increase the minimum number of parking spaces per unit to be consistent with the number of parking spaces required per unit in the coastal zone. The coastal zone parking standards require that each unit, regardless of bedroom count, have at least two on-site parking spaces to ensure that on-street parking remains generally available for the public to access the coast/beach. The City Council directed the residential parking requirement of the BECSP to be modified to reflect the coastal zone parking requirements in terms of minimum number of spaces per unit.

<sup>2</sup> HB Lofts was approved prior to the adoption of the BECSP. The site was incorporated into the BECSP when it was adopted.

**TABLE 3 - Minimum Parking Requirements Per Unit**

Use	Existing BECSP	Proposed BECSP Amendment
Residential		
Studios	1 space	2 spaces
1 Bdrm.	1 space	2 spaces
2 Bdrms.	1.5 spaces	2 spaces
3+ Bdrms.	1.5 spaces	2.5 spaces
Guest spaces	2 spaces/10 units	5 spaces/10 units

One difference is that in the coastal zone, when the coastal zone parking requirements exceed the minimum number of parking spaces otherwise required by the zoning code, the spaces may be allowed in a tandem configuration. The proposed amendment does not allow for a tandem configuration in the BECSP.

The proposed residential parking requirement would effectively require a minimum of 2.5 parking spaces per residential unit and at least 3 spaces required for units with three or more bedrooms. As requested by the Planning Commission at the March 24<sup>th</sup> study session meeting, Table 4 provides examples of the differences in required number of parking spaces for actual BECSP projects based on the existing and proposed residential parking requirements.

**TABLE 4 – Parking Requirement Comparisons**

Project	Existing BECSP Parking Req.	Proposed BECSP Parking Req.
<b>Oceana</b>		
Studio - 0	Studio - 0	Studio - 0
1 BR - 18	1 BR - 18	1 BR - 36
2 BR - 35	2 BR - 52.5	2 BR - 70
3 BR - 25	3 BR - 37.5	3 BR - 62.5
Total - 78	Guest - 15.6	Guest - 39
	<b>Total - 124 minimum spaces required</b>	<b>Total - 208 minimum spaces required</b>
<b>Elan</b>		
Studio - 26	Studio - 26	Studio - 52
1 BR - 129	1 BR - 129	1 BR - 258
2 BR - 119	2 BR - 178.5	2 BR - 238
Total - 274	Guest - 54.8	Guest - 137
	<b>Total - 389 minimum spaces required</b>	<b>Total - 685 minimum spaces required</b>

As shown in the examples, the proposed amendments would significantly increase the minimum number of required parking spaces for residential projects consistent with the City Council's direction.

*Height / Front Setbacks / Upper Story Setbacks - BECSP Pages 12, 14, 16, 18, 20, 22, 24 & 26*

To address concerns about projects currently under construction with respect to building height and setbacks, the City Council directed staff to amend the current development standards to require increased front setbacks, require upper-story setbacks and limit maximum building height within the entire BECSP area to four stories.

Currently within the BECSP, maximum building heights vary depending on the district or segment. For example, the two “Core” areas of the Specific Plan (northeast corner of Edinger Ave. & Gothard St. and Five Points at Main Street) include the Town Center Core and the Town Center Neighborhood designation. These two areas represent the core areas where the most intense development was envisioned. Therefore, these areas permit structures to a maximum of six stories in height. In other areas where infill commercial, mixed-use and residential was envisioned, the maximum building height is four or five stories. In addition, height is presently further restricted if adjacent to or across the street from existing, approved or zoned residential development. The development code requires upper story setbacks and additional limitations to maximum building height when projects are proposed across the street or abutting residential buildings of three stories or less. Under the BECSP Building Scale Regulations, Section 2.3.2 Special Building Heights, building heights fronting Beach Boulevard and Edinger Avenue are restricted to four stories within 65 feet from the back of sidewalk. Building volume and massing are also regulated through development standards.

The current and proposed maximum building height standards are summarized below.

**TABLE 5 – Current and Proposed Building Heights**

<b>Specific Plan Segment</b>	<b>Max. Height*</b>	<b>Proposed Max Height*</b>
Residential Parkway	4 stories	4 stories
Neighborhood Parkway	4 stories	4 stories
<b>Five Points</b>		
■ <i>Town Center Core</i>	6 stories	4 stories
■ <i>Town Center Neighborhood</i>	6 stories	4 stories
Neighborhood Boulevard	4 stories	4 stories
<b>Town Center Boulevard</b>		
■ <i>Beach Blvd. and Edinger Ave. (majority of the corridors in this segment)</i>	5 stories**	4 stories
■ <i>Town Center Core (edge along Edinger Ave, south of Gothard)</i>	6 stories	4 stories
■ <i>Town Center Neighborhood (north of Town Center Core)</i>	6 stories	4 stories

\* Special Building Height Limits also apply, which further restrict heights along certain street frontages in some segments.

\*\* Up to 14 stories for property within 500 feet of I-405.

The current BECSP allows for a range of building heights from one to six stories with one exception for up to 14 stories pursuant to a CUP. Maximum height allowances in the Specific Plan were generally based on the current Huntington Beach Zoning and Subdivision Ordinance (HBZSO) standards and former specific plans that were incorporated into the BECSP. The maximum height in the Commercial General (CG) zone, which was the primary zoning designation for the majority of the BECSP area prior to adoption, is 50 feet. Maximum building heights within the BECSP area prior to adoption of the specific plan ranged from 40 ft. to 140 ft.<sup>3</sup>

There are two areas within the BECSP (southeast corner of Beach Blvd & Edinger Ave and Beach Blvd. and Warner Ave.) where maximum height was altered from the original draft BECSP because the property owners saw an opportunity to benefit from location. Both areas are subject to approval of a CUP in order to achieve the increased building heights. With the proposed amendments to the BECSP, these options to increase height will be removed.

In addition to the proposed height restrictions, ZTA No. 15-003 would require front yard setbacks from all public streets to be a minimum of 30 feet. Within the various BECSP districts and segments, required front yard setbacks range from zero to 30 feet and include minimum and maximum setbacks. The maximum setback is proposed to be deleted and the standards would only include minimum setbacks of 30 feet. Examples of projects constructed at a 30-foot front yard setback within the BECSP include the Hoag health center expansion and the Beach and Ocean residential project. Both projects are located on Beach Boulevard south of Yorktown Avenue. The proposed amendments would allow a deviation from the 30-foot front yard setback requirement to a minimum of 15 feet with approval of a CUP from the Planning Commission. Finally, a 10-foot upper-story setback would be required above the third story along the front façade and along the side facades for at least 100 feet.

The proposed amendments regarding maximum building height, front yard setbacks and upper story setbacks would ensure preservation of the existing character of the built environment within the specific plan area.

#### *Assembly Uses - BECSP Pages 12, 14, 16, 18, 20, 22, 24, 26, 28 & 29*

In the BECSP, churches and religious assembly uses are classified as Civic and Cultural uses. For the six specific plan segments that allow commercial uses, civic and cultural uses are permitted by right on the ground floor in four of the segments, and permitted by right on upper floors only in two of the segments. The City Council directed staff to amend the BECSP to allow assembly uses on the ground floor in the segments where they are currently only permitted on the upper floors. However, during the March 16<sup>th</sup> meeting, the City Council also provided direction to staff to assess the appropriate process to ensure an assembly use can provide sufficient parking. Based on staff's review, a conditional use permit would be the most effective review process to evaluate a project's compliance with parking and condition as necessary. Upon review of the current specific plan requirements, it is recommended that a conditional use permit be required for all civic and cultural uses as well as any other assembly uses that may be categorized under another use classification, such as commercial recreation, in order to evaluate these uses in a consistent manner. Through a

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<sup>3</sup> The 140 ft. height limit was in the Pacifica Community Plan area.

CUP process there would be notification to surrounding property owners; in many areas of the BECSP, there is commercial property abutting single family residences. This would allow for public input and evaluation of potential impacts from traffic, parking, and noise to surrounding property owners and business owners through a public hearing process. In addition, this would be consistent with citywide zoning code requirements.

*Auto Dealers – BECSP Pages 12, 14, 16, 18, 20, 22, 24 & 26*

As stated in the Revitalization Strategy of the BECSP, the City desires to support the continued presence and expansion of auto dealerships along Beach Boulevard. The current BECSP requires all new construction and additions of 20% or more to comply with all developments standards. Some of the standards have been found to be a constraint for auto dealerships proposing to construct in accordance with traditional auto dealership design and site layout. The proposed amendments would provide relief for auto dealerships from the following criteria: minimum frontage coverage, private frontage type specifications, public open space requirements, architectural top and base requirements, and surface parking location restrictions. The intent is to allow greater flexibility for auto dealers to build or remodel in a more consistent manner typical of auto dealership layout and design.

*Require Commercial w/ all Residential Projects - BECSP Pages 12, 14, 16, 18, 20, 22, 24 & 26*

In order to encourage new commercial uses and revitalization of existing commercial developments, the proposed amendments would require all projects proposing a residential component to provide retail/commercial uses at the ground floor street level. However, consideration to deviate from this standard with a CUP from the Planning Commission would be allowed.

*Public Improvement Requirements for Commercial Projects - BECSP Pages 12, 14, 16, 18, 20, 22, 24 & 26*

Currently, any project proposing new construction or an addition over 20 percent of the existing square footage is required to provide streetscape improvements to the existing public right-of-way (i.e. – sidewalk and parkway improvements). On Edinger Avenue, the prescribed streetscape improvements require a landscaped median separating the existing vehicular travel lanes, a drive aisle and a row of angled parking in addition to a new sidewalk.

The BECSP amendment would allow commercial projects proposing additions of more than 20 percent (i.e. – projects that trigger the Edinger Avenue streetscape improvements), but not exceeding 50 percent, to deviate from the prescribed Edinger Avenue streetscape improvements, specifically the requirement for a separator median with a row of angled parking and drive aisle. However, those projects that propose to add more than 20 percent, but not exceeding 50 percent, would still be required to provide sidewalk and parkway improvements. The projects proposing additions more than 20 percent to 50 percent will have the option to provide sidewalk and parkway improvements only or implement the full Edinger Avenue streetscape. However, the Edinger Avenue street lights and furnishings would still apply.

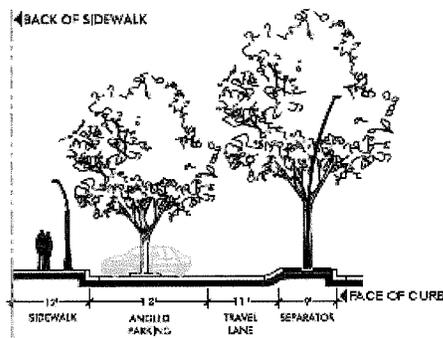
Commercial projects proposing additions over 50 percent and new construction would require the full Edinger Avenue streetscape improvements.

**TABLE 6 - Edinger Avenue Commercial Streetscape Requirements**

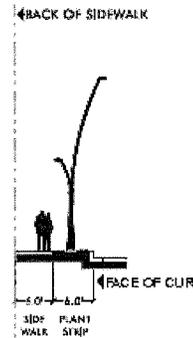
Additions ≤ 20%	Additions >20% and ≤50%	Additions >50%/New Construction
No streetscape improvements required	Sidewalk and Parkway Only or Full Edinger Avenue Streetscape	Full Edinger Avenue Streetscape

The intent of this amendment is to allow existing commercial developments additional flexibility to expand and increase the amount of commercial square footage within a development without triggering further public improvement requirements.

**Edinger Avenue Streetscape**



**Sidewalk and Parkway Only**



*Exception for Pending Applications*

At the March 16<sup>th</sup> meeting, the City Council directed staff to provide an exception for pending projects with a submitted application. The draft City Council resolution provides this exception, which would apply to one pending project for a 172-unit multi-family mixed-use project on Beach Boulevard south of Ellis Avenue (Urban Art Lofts). The Urban Art Lofts project would be subject to existing standards and policies, which incorporate several of the proposed amendments including upper-story setbacks, increased front yard setbacks and a requirement for submittal of a parking analysis. If after one year from the effective date of ZTA No. 15-003, the project has not gained necessary approvals and obtained building permits, the exception would become nullified.

**SUMMARY**

Staff recommends approval of the amendments as directed by the City Council to address the impact of development within the BECSP.

**ATTACHMENTS:**

1. Findings for Approval – Zoning Text Amendment No. 15-003
2. Draft City Council Resolution for Zoning Text Amendment No. 15-003
3. BECSP Legislative Draft
4. City Council RCA, dated March 16, 2015
5. City Council Action Agenda, March 16, 2015
6. Letter dated March 24, 2015 ( The Kennedy Commission)
7. Letter dated March 24, 2015 (BIA)
8. Letter dated March 20, 2015 (Len Lichter)
9. Letter dated April 6, 2015 (AMCAL)
10. Various Emails
11. Potential/Pending Residential Project List

SH:JJ:JV:RM:kd

**ATTACHMENT NO. 1**

**SUGGESTED FINDINGS OF APPROVAL**

**SUGGESTED FINDINGS FOR APPROVAL –ZONING TEXT AMENDMENT NO. 15-003:**

1. The amendments to the BECSP are consistent with the goals and policies of the Land Use Element of the General Plan. The proposed amendments regarding maximum building height, front yard setbacks and upper story setbacks would ensure preservation of the existing character of the built environment within the specific plan area. Commercial uses would be encouraged by maintaining a streamlined site plan review process for commercial developments while requiring a conditional use permit and public hearing for residential and mixed use: residential/commercial developments. Existing commercial developments would have additional flexibility to expand and increase the amount of commercial square footage within a development without triggering public improvement requirements. In addition, the proposed amendments would require commercial uses along the ground floor/street level in all projects with a residential component.
2. In the case of general land use provisions, the Zoning Text Amendment for the BECSP continues to be consistent with the uses authorized in, and the standards prescribed for, the zoning district for which they are proposed. The proposed modifications identified in the Beach and Edinger Corridors Specific Plan SP No. 14 allow for continued commercial development in conjunction with mixed-use development consistent with the General Plan.
3. A community need is demonstrated for the change proposed. The proposed Specific Plan provides the standards and design guidelines necessary to develop a high quality of diverse land uses complementing and enhancing surrounding land uses. The continued expansion of the commercial base and incorporation of mixed use development provides the opportunity for the development of homes and jobs close to one another thereby reducing daily vehicle trips. ZTA No. 15-003 is intended to stimulate investment in the area, while minimizing impacts to established neighborhoods, to maximize the benefit of new development to the community. ZTA No. 15-003 will ensure a consistency in development standards, a high quality of architectural design, and landscape design requirements to achieve the desired compatibility with surrounding developments.
4. Its adoption will be in conformity with public convenience, general welfare and good zoning practice because the amendments were directed by the City Council in response to concerns raised by the community. The Specific Plan will continue to provide standards for future development that will transform the character of the project area in a beneficial way consistent with the goals of the City's General Plan. The amendments will ensure development that is compatible with and sensitive to the surrounding area and to development within the Specific Plan itself.

**ATTACHMENT NO 2  
SHALL BE SUBMITTED  
UNDER SEPARATE  
COVER**

# LEGISLATIVE DRAFT 03-17-15

(Added text is shown in **bolded and underlined** font and deleted text is shown as ~~strikethrough~~)

## BEACH AND EDINGER CORRIDORS SPECIFIC PLAN (SP 14)

### BOOK II: DEVELOPMENT CODE

#### 2.1 Development Standards

##### 2.1.1 Maximum Amount of Net New Development (MAND) (Page 10 – BECSP)

This section establishes the maximum amount of net new development that occurs after the adoption of the specific plan in a form to be determined by the Planning and Building Director. Updates to this summary of development will occur each time new development takes place. When the Maximum Amount of New Development (MAND) is reached, no further development may be permitted without an amendment to the MAND provisions and environmental review.

Upon issuance of a Building Permit, a project shall be deemed entitled to its allocation of the MAND specified in the Building Permit, but as such entitlement shall expire unless construction commences for such units within one year of the date of issuance of the Building Permit and is pursued reasonably to completion as determined by the Chief Building and Safety Official. No Building Permit may be issued to allow a net increase in development in excess of the MAND.

The MAND established herein corresponds to the installation of intersection capacity improvements necessary to maintain the community's level of service standard for primary arterial corridor intersections as well as installation of utility infrastructure (i.e. sewer, water, drainage and dry utilities). Detailed descriptions of those infrastructure improvements are included in Book III – Public Improvements.

The MAND for the Beach and Edinger Corridors planning area is analyzed in Environmental Impact Report (EIR) No. 08-008 corresponding to the Beach and Edinger Corridors Specific Plan and is set forth as follows:

Corridor	Dwelling Unit	<u>Permitted Dwelling Units</u>	<u>Remaining Dwelling Units*</u>	Retail SF	Office SF	Hotel Rooms
Edinger	<del>1,745</del>	<u>1,375</u>	<u>0</u>	206,000	0	150
Beach	<del>2,755</del>	<u>525</u>	<u>200</u>	532,000	112,000	200
Total	<del>4,500</del>	<u>1,900</u>	<u>2,100</u>	739,400	112,000	350

\*As of the effective date of this amendment to the Beach and Edinger Corridors Specific Plan.

**2.1.3 TOWN CENTER – CORE (Pages 12-13 BECSP)**

**DEVELOPMENT STANDARDS CHARTS**

<b>2.2 BUILDING USE REGULATIONS</b>	<b>STANDARDS</b>
1) Retail	
f) Entertainment & Recreation	<u>conditional permitted</u> (U5)
2) Civic & Cultural	<u>conditional permitted</u> (C2)
6) Residential	
a) Multi-Family w/Common Entry	<u>conditional permitted</u> (C2, <b>C14, C15</b> & L4)
b) Multi-Family w/Individual Entries	<u>conditional permitted</u> ( <b>C14, C15</b> ) (L4) only)
c) Attached Single Family	----
d) Detached Single Family	----
<b>2.3 BUILDING SCALE REGULATIONS</b>	<b>STANDARDS</b>
<b>2.3.1 Building Height</b>	
minimum height	3 stories; (A): 1 story
maximum height	<del>4</del> 6-stories
<b>2.4 FRONTAGE &amp; BUILDING PLACEMENT REGULATIONS</b>	<b>STANDARDS</b>
<b>2.4.3 Front Yard Setback</b>	
minimum / <del>maximum</del> – Edinger	0 ft / 5 ft <b>30 ft min (C16)</b>
minimum / <del>maximum</del> – Beach	0 ft / 5 ft <b>30 ft min (C16)</b>
minimum / <del>maximum</del> – all other <b>public</b> streets	0 ft / 5 ft; L4: 5/15/ft <b>30 ft min (C16)</b>
<b>Upper story setback</b>	<b>Required (C 13)</b>
<b>2.5 STREET REGULATIONS</b>	<b>STANDARDS</b>
<b>2.5.1 Improvements to Existing Streets</b>	
3) Classic Boulevard	Required (L2) <b>(C12)</b>
<b>2.7 PARKING REGULATIONS</b>	<b>STANDARDS</b>
<b>2.7.1 Provision of Parking</b>	
13) Residential Uses	
spaces per studio unit	<b>2 ± min / 1 max</b>
spaces per 1 br unit	<b>2 ± min / 1.5 max</b>
spaces per 2 br + unit	<b>2 ± 1.5 min / 2 max</b>
<b>spaces per 3 br + unit</b>	<b>2.5 min</b>
Guest spaces per 10 units	<b>5 ± min (0.5 per unit) / 3 max (C12)</b>
location	on site

Development Standards Charts Legend: *(Applies to All Centers and Segments)*

<b>Special Conditions:</b>	
(C12)	<u>Commercial projects proposing additions greater than 20% of existing square footage but not exceeding 50% have the option to provide the Classic Boulevard design or a Neighborhood Street configuration with 6' sidewalk and 6' parkway; however, Classic Boulevard street lights and furnishings shall apply</u> A minimum of 1 guest space/10DU requires a conditional use permit
(C13)	<u>Up to 6 stories with a CUP if on the same site with existing buildings of same or greater height</u> <u>Minimum 10 ft setback along front and sides of building for a depth of minimum 100 ft for structures above three stories</u>
(C14)	<u>Up to 14 stories with a CUP if property is within 500 ft. of I-405</u> <u>All residential projects shall include retail/commercial at street level; deviations may be permitted subject to a Conditional Use Permit from the Planning Commission</u>
(C15)	<u>Conditional Use Permit from the Planning Commission shall be required for all residential and mixed-use: residential/commercial projects</u>
(C16)	<u>May be reduced to minimum of 15 ft pursuant to Conditional Use Permit from the Planning Commission</u>
<b>Use:</b>	
<u>(U10) Auto dealers only</u>	
<u>(U11) Not applicable to new or existing Auto dealers</u>	

<b>2.1.4 TOWN CENTER – NEIGHBORHOOD (Pages 14-15 BECSP)</b>	
<b>DEVELOPMENT STANDARDS CHARTS</b>	
<b>2.2 BUILDING USE REGULATIONS</b>	<b>STANDARDS</b>
1) Retail	
f) Entertainment & Recreation	<u>conditional permitted</u> (U7)
2) Civic & Cultural	<u>conditional permitted</u>
6) Residential	
a) Multi-Family w/Common Entry	<u>conditional permitted</u> (U9, <b>C14, C15</b> )
b) Multi-Family w/Individual Entries	<u>conditional permitted</u> (U9, <b>C14, C15</b> )
c) Attached Single Family	<u>conditional permitted</u> (U9, <b>C14, C15</b> )
d) Detached Single Family	----
<b>2.3 BUILDING SCALE REGULATIONS</b>	<b>STANDARDS</b>
<b>2.3.1 Building Height</b>	
minimum height	2 stories
maximum height	<u>4</u> 6 stories
<b>2.4 FRONTAGE &amp; BUILDING PLACEMENT REGULATIONS</b>	<b>STANDARDS</b>
<b>2.4.3 Front Yard Setback</b>	
minimum / <del>maximum</del> - Beach	0 ft / 10 ft <b>30 ft min (C16)</b>
minimum / <del>maximum</del> - Main	0 ft / 5 ft <b>30 ft min (C16)</b>
minimum / <del>maximum</del> - all other <b>public</b> streets	0 ft / 15 ft <b>30 ft min (C16)</b>
<b>Upper story setback</b>	<b>Required (C 13)</b>
<b>2.5 STREET REGULATIONS</b>	<b>STANDARDS</b>
<b>2.5.1 Improvements to Existing Streets</b>	
3) Classic Boulevard	Required (L2) <b>(C12)</b>
<b>2.7 PARKING REGULATIONS</b>	<b>STANDARDS</b>
<b>2.7.1 Provision of Parking</b>	
13) Residential Uses	
spaces per studio unit	<b>2</b> ± min / 1 max
spaces per 1 br unit	<b>2</b> ± min / 1.5 max
spaces per 2 br + unit	<b>2</b> 1.5-min / 2 max
<b>spaces per 3 br + unit</b>	<b>2.5 min</b>
Guest spaces per 10 units	<b>5</b> 2-min <b>(0.5 per unit)</b> / 3 max (C12)
location	on site

**Development Standards Charts Legend: (Applies to All Centers and Segments)**

<b>Special Conditions:</b>	
(C12)	<u>Commercial projects proposing additions greater than 20% of existing square footage but not exceeding 50% have the option to provide the Classic Boulevard design or a Neighborhood Street configuration with 6' sidewalk and 6' parkway; however, Classic Boulevard street lights and furnishings shall apply</u> A minimum of 1 guest space/10DU requires a conditional use permit
(C13)	Up to 6 stories with a CUP if on the same site with existing buildings of same or greater height <u>Minimum 10 ft setback along front and sides of building for a depth of minimum 100 ft for structures above three stories</u>
(C14)	Up to 14 stories with a CUP if property is within 500 ft. of I-405 <u>All residential projects shall include retail/commercial at street level; deviations may be permitted subject to a Conditional Use Permit from the Planning Commission</u>
(C15)	<u>Conditional Use Permit from the Planning Commission shall be required for all residential and mixed-use: residential/commercial projects</u>
(C16)	<u>May be reduced to minimum of 15 ft pursuant to Conditional Use Permit from the Planning Commission</u>
<b>Use:</b>	
<u>(U10) Auto dealers only</u>	
<u>(U11) Not applicable to new or existing Auto dealers</u>	

**2.1.5 NEIGHBORHOOD CENTER (Pages 16-17 BECSP)**

**DEVELOPMENT STANDARDS CHARTS**

<b>2.2 BUILDING USE REGULATIONS</b>	<b>STANDARDS</b>
1) Retail	
f) Entertainment & Recreation	<u>conditional</u> permitted
3) Civic & Cultural	<u>conditional</u> permitted (C2)
6) Residential	
a) Multi-Family w/Common Entry	<u>conditional</u> permitted (C2 or C1/L9, <b>C14, C15</b> )
b) Multi-Family w/Individual Entries	<u>conditional</u> permitted (C2 or C1/L9, <b>C14, C15</b> )
c) Attached Single Family	----
d) Detached Single Family	----
<b>2.3 BUILDING SCALE REGULATIONS</b>	<b>STANDARDS</b>
<b>2.3.1 Building Height</b>	
minimum height	1 story
maximum height	<u>4.5</u> stories (C13)
<b>2.4 FRONTAGE &amp; BUILDING PLACEMENT REGULATIONS</b>	<b>STANDARDS</b>
<b>2.4.3 Front Yard Setback</b>	
minimum / <del>maximum</del> - Beach	5 ft / 10 ft; 0 ft / 5 ft (C5) <b>30 ft min (C16)</b>
minimum / <del>maximum</del> - all other <b>public</b> streets	5 ft / 15 ft (A) <b>30 ft min (C16)</b>
<u>Upper story setback</u>	<b>Required (C 13)</b>
<b>2.7 PARKING REGULATIONS</b>	<b>STANDARDS</b>
<b>2.7.1 Provision of Parking</b>	
13) Residential Uses	
spaces per studio unit	<b>2 ± min / 1 max</b>
spaces per 1 br unit	<b>2 ± min / 1.5 max</b>
spaces per 2 br + unit	<b>2 1.5-min / 2 max</b>
<u>spaces per 3 br + unit</u>	<b>2.5 min</b>
Guest spaces per 10 units	<b>5 ± min (0.5 per unit) / 3 max (C12)</b>
location	on site

Development Standards Charts Legend: (Applies to All Centers and Segments)

<b>Special Conditions:</b>	
(C12)	<u>Commercial projects proposing additions greater than 20% of existing square footage but not exceeding 50% have the option to provide the Classic Boulevard design or a Neighborhood Street configuration with 6' sidewalk and 6' parkway; however, Classic</u>

	<b><u>Boulevard street lights and furnishings shall apply</u></b> <del>A minimum of 1 guest space/10DU requires a conditional use permit</del>
(C13)	<del>Up to 6 stories with a CUP if on the same site with existing buildings of same or greater height</del> <b><u>Minimum 10 ft setback along front and sides of building for a depth of minimum 100 ft for structures above three stories</u></b>
(C14)	<del>Up to 14 stories with a CUP if property is within 500 ft. of I-405</del> <b><u>All residential projects shall include retail/commercial at street level; deviations may be permitted subject to a Conditional Use Permit from the Planning Commission</u></b>
<b><u>(C15)</u></b>	<b><u>Conditional Use Permit from the Planning Commission shall be required for all residential and mixed-use: residential/commercial projects</u></b>
<b><u>(C16)</u></b>	<b><u>May be reduced to minimum of 15 ft pursuant to Conditional Use Permit from the Planning Commission</u></b>
<b>Use:</b>	
<b><u>(U10) Auto dealers only</u></b>	
<b><u>(U11) Not applicable to new or existing Auto dealers</u></b>	

<b>2.1.6 TOWN CENTER BOULEVARD (Pages 18-19 BECSP)</b>	
<b>DEVELOPMENT STANDARDS CHARTS</b>	
<b>2.2 BUILDING USE REGULATIONS</b>	<b>STANDARDS</b>
1) Retail	
f) Entertainment & Recreation	<u>conditional</u> permitted (L1 & L2) only (U4)
m) Vehicle Sales	permitted (L1) only
2) Civic & Cultural	<u>conditional</u> permitted
6) Residential	
a) Multi-Family w/Common Entry	<u>conditional</u> permitted (C14 & C15)
b) Multi-Family w/Individual Entries	<u>conditional</u> permitted (C14 & C15)
c) Attached Single Family	<u>conditional</u> permitted (C14 & C15)
d) Detached Single Family	----
<b>2.3 BUILDING SCALE REGULATIONS</b>	<b>STANDARDS</b>
<b>2.3.1 Building Height</b>	
minimum	1 story
maximum	<del>4</del> 5 stories (C14)
<b>2.4 FRONTAGE AND BUILDING PLACEMENT REGULATIONS</b>	<b>STANDARDS</b>
<b>2.4.2 Private Frontage Types</b>	
3) Private Frontage Specification	(U11)
<b>2.4.3 Front Yard Setback</b>	
minimum / <del>maximum</del> – Edinger	0 ft / 15 ft <b>30 ft min (C16)</b>
minimum / <del>maximum</del> – Beach	12 ft / 25 ft <b>30 ft min (C16)</b>
minimum / <del>maximum</del> – all other <b>public</b> streets	5 ft / 15 ft <b>30 ft min (C16)</b>
<b>Upper story setback</b>	<b>Required (C 13)</b>
<b>2.4.7 Frontage Coverage</b>	
minimum – Edinger/Beach/Main	50% (U11)
minimum – all other streets	50% (A)
<b>2.5 STREET REGULATIONS</b>	<b>STANDARDS</b>
<b>2.5.1 Improvements to Existing Streets</b>	
3) Classic Boulevard	required (L2, <b>C12</b> )
<b>2.6 OPEN SPACE REGULATIONS</b>	<b>STANDARDS</b>
<b>2.6.1 Provision of Public Open Space</b>	
1) Retail	50 s.f. / 1000 s.f. (C8)(U11)
<b>2.7 PARKING REGULATIONS</b>	<b>STANDARDS</b>
<b>2.7.1 Provision of Parking</b>	
13) Residential Uses	

spaces per studio unit	2 1-min /1 max
spaces per 1 br unit	2 1 min /1.5 max
spaces per 2 br + unit	2 1.5 min /2max
<b><u>spaces per 3 br + unit</u></b>	<b><u>2.5 min</u></b>
Guest spaces per 10 units	<b><u>5 2 min (0.5 per unit) /3 max (C12)</u></b>
location	on site
<b>2.7.2 Parking Types</b>	
1) Surface Lot – Front	---- <b><u>Permitted (U10)</u></b>
4) Surface Lot – Exposed	----- (A) <b><u>(U10)</u></b>
<b>2.8 ARCHITECTURAL REGULATIONS</b>	<b>STANDARDS</b>
<b>2.8.1 Façade Height Articulation Regulations</b>	
Top	Required <b><u>(U11)</u></b>
Base	Required <b><u>(U11)</u></b>

Development Standards Charts Legend: *(Applies to All Centers and Segments)*

<b>Special Conditions:</b>	
(C12)	<b><u>Commercial projects proposing additions greater than 20% of existing square footage but not exceeding 50% have the option to provide the Classic Boulevard design or a Neighborhood Street configuration with 6' sidewalk and 6' parkway; however, Classic Boulevard street lights and furnishings shall apply</u></b> A minimum of 1 guest space/10DU requires a conditional use permit
(C13)	<b><u>Up to 6 stories with a CUP if on the same site with existing buildings of same or greater height</u></b> <b><u>Minimum 10 ft setback along front and sides of building for a depth of minimum 100 ft for structures above three stories</u></b>
(C14)	<b><u>Up to 14 stories with a CUP if property is within 500 ft. of I-405</u></b> <b><u>All residential projects shall include retail/commercial at street level; deviations may be permitted subject to a Conditional Use Permit from the Planning Commission</u></b>
(C15)	<b><u>Conditional Use Permit from the Planning Commission shall be required for all residential and mixed-use: residential/commercial projects</u></b>
(C16)	<b><u>May be reduced to minimum of 15 ft pursuant to Conditional Use Permit from the Planning Commission</u></b>
<b>Use:</b>	
<b><u>(U10) Auto dealers only</u></b>	
<b><u>(U11) Not applicable to new or existing Auto dealers</u></b>	

<b>2.1.7 NEIGHBORHOOD BOULEVARD (Pages 20-21 BECSP)</b>	
<b>DEVELOPMENT STANDARDS CHARTS</b>	
<b>2.2 BUILDING USE REGULATIONS</b>	<b>STANDARDS</b>
1) Retail	
f) Entertainment & Recreation	<u>conditional</u> permitted (U4)
m) Vehicle Sales	permitted
2) Civic & Cultural	<u>conditional</u> permitted
6) Residential	
a) Multi-Family w/Common Entry	<u>conditional</u> permitted (C14 & C15)
b) Multi-Family w/Individual Entries	<u>conditional</u> permitted (C14 & C15)
c) Attached Single Family	<u>conditional</u> permitted (C14 & C15)
d) Detached Single Family	----
<b>2.4 FRONTAGE AND BUILDING PLACEMENT REGULATIONS</b>	<b>STANDARDS</b>
<b>2.4.2 Private Frontage Types</b>	
4) Private Frontage Specification	(U11)
<b>2.4.3 Front Yard Setback</b>	
minimum / <del>maximum</del> - Beach	12 ft to 25 ft <u>30 ft min (C16)</u>
minimum / <del>maximum</del> - all other <b>public</b> streets	5 ft / 15 ft <u>30 ft min (C16)</u>
<b>Upper story setback</b>	<u>Required (C 13)</u>
<b>2.4.7 Frontage Coverage</b>	
minimum – Edinger/Beach/Main	50% (U11)
minimum – all other streets	50% (A)(U11)
<b>2.6 OPEN SPACE REGULATIONS</b>	<b>STANDARDS</b>
<b>2.6.1 Provision of Public Open Space</b>	
2) Retail	50 s.f. / 1000 s.f. (C8)(U11)
<b>2.7 PARKING REGULATIONS</b>	<b>STANDARDS</b>
<b>2.7.1 Provision of Parking</b>	
13) Residential Uses	
spaces per studio unit	<u>2</u> ± min / <del>1</del> max
spaces per 1 br unit	<u>2</u> ± min / <del>1.5</del> max
spaces per 2 br + unit	<u>2</u> ± min / <del>2</del> max
<b>spaces per 3 br + unit</b>	<u>2.5 min</u>
Guest spaces per <del>10</del> units	<u>5</u> ± min ( <u>0.5 per unit</u> ) / <del>3</del> max (C12)
location	on site
<b>2.7.2 Parking Types</b>	
2) Surface Lot - Front	---- <u>Permitted (U10)</u>
5) Surface Lot - Exposed	----- <u>Permitted (U10)</u>
<b>2.8 ARCHITECTURAL REGULATIONS</b>	<b>STANDARDS</b>
<b>2.8.1 Façade Height Articulation Regulations</b>	
Top	Required (U11)
Base	Required (U11)

Development Standards Charts Legend: *(Applies to All Centers and Segments)*

<b>Special Conditions:</b>	
<b>(C12)</b>	<b><u>Commercial projects proposing additions greater than 20% of existing square footage but not exceeding 50% have the option to provide the Classic Boulevard design or a Neighborhood Street configuration with 6' sidewalk and 6' parkway; however, Classic Boulevard street lights and furnishings shall apply</u></b> <del>A minimum of 1 guest space/10DU requires a conditional use permit</del>
<b>(C13)</b>	<del>Up to 6 stories with a CUP if on the same site with existing buildings of same or greater height</del> <b><u>Minimum 10 ft setback along front and sides of building for a depth of minimum 100 ft for structures above three stories</u></b>
<b>(C14)</b>	<del>Up to 14 stories with a CUP if property is within 500 ft. of I-405</del> <b><u>All residential projects shall include retail/commercial at street level; deviations may be permitted subject to a Conditional Use Permit from the Planning Commission</u></b>
<b>(C15)</b>	<b><u>Conditional Use Permit from the Planning Commission shall be required for all residential and mixed-use: residential/commercial projects</u></b>
<b>(C16)</b>	<b><u>May be reduced to minimum of 15 ft pursuant to Conditional Use Permit from the Planning Commission</u></b>
<b>Use:</b>	
	<b><u>(U10) Auto dealers only</u></b>
	<b><u>(U11) Not applicable to new or existing Auto dealers</u></b>

<b>2.1.8 NEIGHBORHOOD PARKWAY (Pages 22-23 BECSP)</b>	
<b>DEVELOPMENT STANDARDS CHARTS</b>	
<b>2.2 BUILDING USE REGULATIONS</b>	<b>STANDARDS</b>
1) Retail	
m) Vehicle Sales	NC (C7)
2) Civic & Cultural	<u>conditional</u> permitted
6) Residential	
a) Multi-Family w/Common Entry	<u>conditional</u> permitted (C14 & C15)
b) Multi-Family w/Individual Entries	<u>conditional</u> permitted (C14 & C15)
c) Attached Single Family	<u>conditional</u> permitted (C14 & C15)
d) Detached Single Family	----
<b>2.4 FRONTAGE AND BUILDING PLACEMENT REGULATIONS</b>	<b>STANDARDS</b>
<b>2.4.2 Private Frontage Types</b>	
5) Private Frontage Specification	(U11)
<b>2.4.3 Front Yard Setback</b>	
minimum / <del>maximum</del> - Beach	30 ft (C6) / <del>no max</del> <u>min (C16)</u>
minimum / <del>maximum</del> - all other <b>public</b> streets	5 ft / 15 ft <u>30 ft min (C16)</u>
<b>Upper story setback</b>	<u>Required (C 13)</u>
<b>2.4.7 Frontage Coverage</b>	
minimum – Edinger/Beach/Main	no min
minimum – all other streets	70% (U11)
<b>2.6 OPEN SPACE REGULATIONS</b>	<b>STANDARDS</b>
<b>2.6.1 Provision of Public Open Space</b>	
3) Retail	50 s.f. / 1000 s.f. (C8)(U11)
<b>2.7 PARKING REGULATIONS</b>	<b>STANDARDS</b>
<b>2.7.1 Provision of Parking</b>	
13) Residential Uses	
spaces per studio unit	<u>2</u> <del>1</del> min / <del>1</del> max
spaces per 1 br unit	<u>2</u> <del>1</del> min / <del>1.5</del> max
spaces per 2 br + unit	<u>2</u> <del>1.5</del> min / <del>2</del> max
<b>spaces per 3 br + unit</b>	<u>2.5 min</u>
Guest spaces per <del>10</del> units	<u>5</u> <del>2</del> min ( <u>0.5 per unit</u> ) / <del>3</del> max (C12)
location	on site
<b>2.7.2 Parking Types</b>	
3) Surface Lot - Front	---- <u>Permitted (U10)</u>
6) Surface Lot - Exposed	----- <u>Permitted (U10)</u>
<b>2.8 ARCHITECTURAL REGULATIONS</b>	<b>STANDARDS</b>
<b>2.8.1 Façade Height Articulation Regulations</b>	
Top	Required (U11)
Base	Required (U11)

Development Standards Charts Legend: *(Applies to All Centers and Segments)*

<b>Special Conditions:</b>	
<b>(C12)</b>	<u>Commercial projects proposing additions greater than 20% of existing square footage but not exceeding 50% have the option to provide the Classic Boulevard design or a Neighborhood Street configuration with 6' sidewalk and 6' parkway; however, Classic Boulevard street lights and furnishings shall apply</u> <del>A minimum of 1 guest space/10DU requires a conditional use permit</del>
<b>(C13)</b>	<del>Up to 6 stories with a CUP if on the same site with existing buildings of same or greater height</del> <u>Minimum 10 ft setback along front and sides of building for a depth of minimum 100 ft for structures above three stories</u>
<b>(C14)</b>	<del>Up to 14 stories with a CUP if property is within 500 ft. of I-405</del> <u>All residential projects shall include retail/commercial at street level; deviations may be permitted subject to a Conditional Use Permit from the Planning Commission</u>
<b>(C15)</b>	<u>Conditional Use Permit from the Planning Commission shall be required for all residential and mixed-use: residential/commercial projects</u>
<b>(C16)</b>	<u>May be reduced to minimum of 15 ft pursuant to Conditional Use Permit from the Planning Commission</u>
<b>Use:</b>	
	<b>(U10) Auto dealers only</b>
	<b>(U11) Not applicable to new or existing Auto dealers</b>

<b>2.1.9 RESIDENTIAL PARKWAY (Pages 24-25 BECSP)</b>	
<b>DEVELOPMENT STANDARDS CHARTS</b>	
<b>2.2 BUILDING USE REGULATIONS</b>	<b>STANDARDS</b>
6) Residential	
a) Multi-Family w/Common Entry	<u>conditional</u> permitted (C14, C15)
b) Multi-Family w/Individual Entries	<u>conditional</u> permitted (C14, C15)
c) Attached Single Family	<u>conditional</u> permitted (C14, C15)
d) Detached Single Family	<u>conditional</u> permitted (C14, C15)
<b>2.4 FRONTAGE &amp; BUILDING PLACEMENT REGULATIONS</b>	<b>STANDARDS</b>
<b>2.4.3 Front Yard Setback</b>	
minimum / <del>maximum</del> - Beach	30 ft (C6) / <del>no max</del> <u>min (C16)</u>
minimum / <del>maximum</del> - all other streets	10 ft / 25 ft <u>30 ft min (C16)</u>
<u>Upper story setback</u>	<u>Required (C 13)</u>
<b>2.7 PARKING REGULATIONS</b>	<b>STANDARDS</b>
<b>2.7.1 Provision of Parking</b>	
13) Residential Uses	
spaces per studio unit	<u>2 ± min / 1 max</u>
spaces per 1 br unit	<u>2 ± min / 1.5 max</u>
spaces per 2 br + unit	<u>2 ±.5-min / 2max</u>
<u>spaces per 3 br + unit</u>	<u>2.5 min</u>
Guest spaces per 10 units	<u>5 ±-min (0.5 per unit) / 3 max (C12)</u>
location	on site

Development Standards Charts Legend: (Applies to All Centers and Segments)

<b>Special Conditions:</b>	
(C12)	<u>Commercial projects proposing additions greater than 20% of existing square footage but not exceeding 50% have the option to provide the Classic Boulevard design or a Neighborhood Street configuration with 6' sidewalk and 6' parkway; however, Classic Boulevard street lights and furnishings shall apply</u> A minimum of 1 guest space/10DU requires a conditional use permit
(C13)	Up to 6 stories with a CUP if on the same site with existing buildings of same or greater height <u>Minimum 10 ft setback along front and sides of building for a depth of minimum 100 ft for structures above three stories</u>
(C14)	Up to 14 stories with a CUP if property is within 500 ft. of I 405 <u>All residential projects shall include retail/commercial at street level; deviations may be permitted subject to a Conditional Use Permit from the Planning Commission</u>
(C15)	<u>Conditional Use Permit from the Planning Commission shall be required for all residential and mixed-use: residential/commercial projects</u>
(C16)	<u>May be reduced to minimum of 15 ft pursuant to Conditional Use Permit from the Planning Commission</u>
<b>Use:</b>	
<u>(U10) Auto dealers only</u>	
<u>(U11) Not applicable to new or existing Auto dealers</u>	

<b>2.1.9 RESIDENTIAL TRANSITION ZONE (Pages 26-27 BECSP)</b>	
<b>DEVELOPMENT STANDARDS CHARTS</b>	
<b>2.2 BUILDING USE REGULATIONS</b>	<b>STANDARDS</b>
6) Residential	
a) Multi-Family w/Common Entry	----
b) Multi-Family w/Individual Entries	<u>conditional permitted (C14, C15)</u>
c) Attached Single Family	<u>conditional permitted (C14, C15)</u>
d) Detached Single Family	<u>conditional permitted (C14, C15)</u>
<b>2.4 FRONTAGE &amp; BUILDING PLACEMENT REGULATIONS</b>	<b>STANDARDS</b>
<b>2.4.3 Front Yard Setback</b>	
minimum / <del>maximum</del> - Edinger	<u>15 ft / 30 ft min (C16)</u>
minimum / <del>maximum</del> - all other <b>public</b> streets	<u>5 ft / 20 ft 30 ft min (C16)</u>
<u>Upper story setback</u>	<u>N/A</u>
<b>2.7 PARKING REGULATIONS</b>	<b>STANDARDS</b>
<b>2.7.1 Provision of Parking</b>	
13) Residential Uses	
spaces per studio unit	<u>2 ± min / 1 max</u>
spaces per 1 br unit	<u>2 ± min / 1.5 max</u>
spaces per 2 br + unit	<u>2 ± 1.5-min / 2 max</u>
<u>spaces per 3 br + unit</u>	<u>2.5 min</u>
Guest spaces per 10 units	<u>5 2-min (0.5 per unit) / 3 max (C12)</u>
location	on site

Development Standards Charts Legend: (Applies to All Centers and Segments)

<b>Special Conditions:</b>	
(C12)	<u>Commercial projects proposing additions greater than 20% of existing square footage but not exceeding 50% have the option to provide the Classic Boulevard design or a Neighborhood Street configuration with 6' sidewalk and 6' parkway; however, Classic Boulevard street lights and furnishings shall apply</u> A minimum of 1 guest space/10DU requires a conditional use permit
(C13)	<u>Up to 6 stories with a CUP if on the same site with existing buildings of same or greater height</u> <u>Minimum 10 ft setback along front and sides of building for a depth of minimum 100 ft for structures above three stories</u>
(C14)	<u>Up to 14 stories with a CUP if property is within 500 ft. of I-405</u> <u>All residential projects shall include retail/commercial at street level; deviations may be permitted subject to a Conditional Use Permit from the Planning Commission</u>
(C15)	<u>Conditional Use Permit from the Planning Commission shall be required for all residential and mixed-use: residential/commercial projects</u>
(C16)	<u>May be reduced to minimum of 15 ft pursuant to Conditional Use Permit from the Planning Commission</u>
<b>Use:</b>	
<u>(U10) Auto dealers only</u>	
<u>(U11) Not applicable to new or existing Auto dealers</u>	

**2.2 Building Use Regulations (Pages 28 & 29 BECSP)**

<b>1) Retail</b> f) Commercial Recreation & Entertainment Definition: Establishments providing resources or activities for exercise, relaxation, or enjoyment such as those listed.	Small scale movie theaters	• <u>C</u>
	Bowling centers & billiard parlors	• <u>C</u>
	Health and exercise clubs	• <u>C</u>
	Amusement arcades	• <u>C</u>

<b>2) Civic &amp; Cultural</b> Definition: Services (including education and utilities), cultural institutions, and recreational facilities made available to the general public for free or at a reasonable cost such as those listed.	Religious assembly	• <u>C</u>
	Baseball, football, soccer, tennis, and other sports fields and courts	• <u>C</u>
	Educational facilities	• <u>C</u>
	Indoor public recreation facilities	• <u>C</u>
	Libraries	• <u>C</u>
	Exhibition, convention, or conference centers	• <u>C</u>
	City halls	• <u>C</u>
	Hospitals	C
	Courthouses	• <u>C</u>
	Museums	• <u>C</u>
	Performing arts facilities	• <u>C</u>
	Stadiums, not including stadiums for professional sports teams	C
	Swimming pools	• <u>C</u>
	Post offices	• <u>C</u>
Transit facilities, terminals & stations	• <u>C</u>	
Police stations & fire stations	• <u>C</u>	

<b>6) Residential</b>		
a) Multi-family with Common Lobby Entry	<del>Dwelling units, accessory</del>	•
Definition: Buildings designed as a residence for multiple households where some dwelling units are accessed from a common lobby entry or shared hallway	Dwelling units, primary, two or more households per structure	• <u>C</u>
b) Multi-family with Individual Entry	<del>Dwelling units, accessory</del>	•
Definition: Building designed as a residence for multiple households where all dwelling units have a dedicated entrance accessed directly from a public sidewalk	Dwelling units, primary, two or more households per structure	• <u>C</u>
c) Attached Single –Family Homes	Dwelling units, accessory	•
Definition: Attached homes on separate parcels sharing common walls with each home featuring an entrance accessed directly from a public sidewalk	Dwelling units, primary, one household per structure	• <u>C</u>
d) Detached Single-Family Homes	Dwelling units, accessory	•
Definition: A detached building designed as a residence for one household	Dwelling units, primary, one household per structure	• <u>C</u>

## 2.6 Open Space Regulations

### 2.6.4 PUBLIC OPEN SPACE TYPES (*Page 58 BECSP*)

Public open spaces within the Plan Area shall be designed as one of the Public Open Space Types defined in this section. Guidelines for design are provided in Section 2.6.8.

#### 4.) Plaza

- i) An open space available for civic purposes, commercial activities, and community recreation.
- ii) A plaza shall be open to by a public street on at least one side.
- iii) Plazas should be located at the intersection of primary pedestrian routes.
- iv) Landscaping is primarily **paths, lawns or ornamental grasses, trees, and** enhanced/enriched hardscape.
- v) Plazas shall not exceed one (1) acres.
- vi) The ground level frontage(s) not separated from the plaza by public streets shall be primarily lined with shopfronts **or residential units provided a minimum of one single public or private entry point is incorporated along the front façade.**



## CITY OF HUNTINGTON BEACH REQUEST FOR CITY COUNCIL ACTION

**MEETING DATE:** 3/16/2015  
**SUBMITTED TO:** Honorable Mayor and City Council Members  
**SUBMITTED BY:** Fred A. Wilson, City Manager  
**PREPARED BY:** Scott Hess, AICP, Director of Planning and Building  
**SUBJECT:** Direct Staff to pursue Amendments to the Beach and Edinger Corridors Specific Plan (BECSP)

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**Statement of Issue:**

Based on input provided by the City Council at the March 2, 2015, City Council Study Session, this item directs staff to pursue amendments to the Beach and Edinger Corridors Specific Plan (BECSP).

**Financial Impact:**

Not applicable.

**Recommended Action:**

Direct staff to pursue amendments to the BECSP to:

- A) Reduce the residential MAND to 2,100 units;
- B) Require a CUP for all residential and mixed-use projects;
- C) Apply the coastal zone parking requirements to all residential projects;
- D) Increase front yard setbacks to 30 feet minimum (allow CUP to deviate) and require 10-foot upper story setbacks above the third story;
- E) Require all residential projects to have retail/commercial uses at street level (allow CUP to deviate);
- F) Modify development standards for auto dealers; and,
- G) Allow deviation to Edinger frontage road requirements for commercial projects adding up to 50 percent of existing square footage.

**Alternative Action(s):**

Do not direct staff to pursue amendments to the Beach and Edinger Corridors Specific Plan.

**Analysis:**

At the March 2, 2015, City Council Study Session, staff presented eight issues related to development within the BECSP and identified areas of the BECSP that could be amended to specifically address the issues. (ATTACHMENT NO. 1) The City Council discussed each issue and provided input to staff. Based on the input received from the City Council, the following amendments to the BECSP will be pursued:

1. Modify the residential MAND from 4,500 units to 2,100 units;

ATTACHMENT NO. 4.1

Once the residential MAND is reached, any project proposing residential units would require a Zoning Text Amendment to amend the BECSP to increase the residential MAND, an Environmental Assessment to conduct environmental review in accordance with CEQA, and a Conditional Use Permit pursuant to item two below.

2. Require a Conditional Use Permit (CUP) to the Planning Commission for all residential and mixed-use: residential/commercial projects;
3. Modify the residential parking requirements to reflect the coastal zone multi-family residential parking requirements of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) as follows:

<b>Coastal Zone Parking Standards</b>	
<b>Number bedrooms</b>	<b>Spaces Required</b>
Studio/1 BR	2 spaces/unit min.
2 BR	2 spaces/unit min.
3 or more BR	2.5 spaces/unit min.
Guest	0.5 space/unit min.

4. Increase the required front yard setback to 30 feet minimum on Beach Boulevard and Edinger Avenue and allow deviations with approval of a CUP, and require minimum 10-foot upper story setbacks above the third story.
5. Require all residential projects to have retail/commercial uses at street level and allow deviations with approval of a CUP.
6. Modify development standards for auto dealers;
7. Allow commercial projects proposing additions of up to 50 percent of the existing square footage to deviate from the Edinger Avenue streetscape requirements.

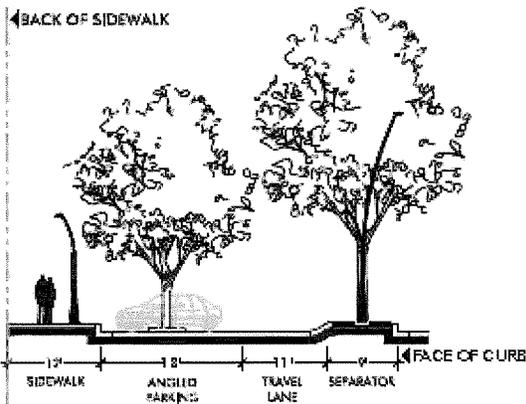
Currently, any project proposing new construction or an addition over 20 percent of the existing square footage is required to provide streetscape improvements to the existing public right-of-way (i.e. – sidewalk and parkway improvements). On Edinger Avenue, the prescribed streetscape improvements require a landscaped median separating the existing vehicular travel lanes, a drive aisle and a row of angled parking in addition to a new sidewalk.

The BECSP amendment would allow commercial projects proposing additions of more than 20 percent (i.e. – projects that trigger the Edinger Avenue streetscape improvements), but not exceeding 50 percent, to deviate from the prescribed Edinger Avenue streetscape improvements, specifically the requirement for a separator median with a row of angled parking and drive aisle. However, those projects that propose to add more than 20 percent, but not exceeding 50 percent, would still be required to provide sidewalk and parkway improvements. The projects proposing additions between 21 and 50 percent will have the option to provide sidewalk and parkway improvements only or implement the full Edinger Avenue streetscape. Commercial projects proposing additions over 50 percent and new construction would require the full Edinger Avenue streetscape improvements.

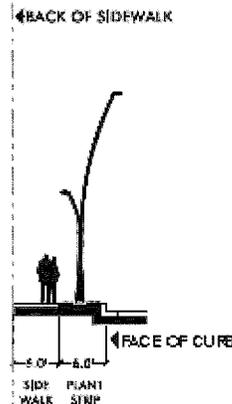
**Edinger Avenue Commercial Project – Streetscape Requirements**

<b>Additions ≤ 20%</b>	<b>Additions &gt;20% and ≤50%</b>	<b>Additions &gt;50%/New Construction</b>
No streetscape improvements required	Sidewalk and Parkway Only <i>or</i> Full Edinger Avenue Streetscape	Full Edinger Avenue Streetscape

**Edinger Avenue Streetscape**



**Sidewalk and Parkway Only**



Upon City Council direction, staff will commence the process to amend the BECSP. A tentative timeline to amend the BECSP is provided in the table below.

Task	Date
Planning Commission Study Session	March 24, 2015
Planning Commission Public Hearing	April 14, 2015
City Council Public Hearing	May 4, 2015
Effective Date	May 5, 2015

**Environmental Status:**

This item involves City Council direction to pursue amendments to the BECSP only and is exempt under Section 15061(b)(3) of the California Environmental Quality Act (CEQA) guidelines, which exempts activities where it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment.

Any proposed amendments to the BECSP would require environmental review pursuant to CEQA prior to adoption.

**Strategic Plan Goal:**

Improve quality of life

**Attachment(s):**

1. City Council Study Session PowerPoint Presentation titled "BECSP Amendment," dated March 2, 2015



# ACTION AGENDA

Monday, March 16, 2015

CITY COUNCIL/PUBLIC FINANCING  
AUTHORITY

and

SPECIAL MEETING OF THE  
SUCCESSOR AGENCY  
CITY OF HUNTINGTON BEACH

4:00 PM - Study Session, Room B-8  
6:00 PM - Regular Meeting  
Council Chambers - 2000 Main Street  
Huntington Beach, CA 92648

<http://www.huntingtonbeachca.gov>

**MAYOR  
AND  
CITY COUNCIL**

JILL HARDY  
Mayor

JIM KATAPODIS  
Mayor Pro Tem

BARBARA DELGLEIZE  
Councilmember

WILLIAM O'CONNELL  
Councilmember

ERIK PETERSON  
Councilmember

MIKE POSEY  
Councilmember

DAVE SULLIVAN  
Councilmember

FRED A. WILSON  
City Manager

MICHAEL E. GATES  
City Attorney

JOAN L. FLYNN  
City Clerk

ALISA CUTCHEN  
City Treasurer

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**4:00 PM - ROOM B-8**

**CALL TO ORDER – 4:04 PM**

**ROLL CALL**

Posey, O'Connell, Katapodis, Hardy, Sullivan, Delgleize, Peterson  
***All present***

**ANNOUNCEMENT OF SUPPLEMENTAL COMMUNICATIONS (Received After  
Agenda Distribution)**  
***City Clerk Joan L. Flynn announced supplemental communications: SS#1 (1)  
and SS#2 (1)***

**PUBLIC COMMENTS PERTAINING TO STUDY SESSION / CLOSED SESSION  
ITEMS (3 Minute Time Limit)**  
***1 Speaker***

**STUDY SESSION**

1. The Chief of Police will provide Council an overview of current and future staffing needs for the Police Department. The presentation will include a description of services provided and recommend plans for future staffing levels.
2. Discuss potential amendments to the Residential Permit Parking Ordinance, Municipal Code Chapter 10.42.

**RECESS TO CLOSED SESSION – 5:34 PM**

**Mayor Hardy to announce:** Pursuant to Government Code § 54956.8, the City Council takes this opportunity to publicly introduce and identify designated property negotiator, City Manager Fred Wilson, regarding negotiations with Don Means, Manager for Chevron Land and Development Company, concerning price and terms of payment for the disposition of real property located at 1718 Orange Avenue (APN 023-152-01) in Huntington Beach, California.

**Mayor Hardy to announce:** Pursuant to Government Code §54957.6.a, the City Council takes this opportunity to publicly introduce and identify designated labor negotiator City Manager Fred Wilson, who will be participating today in Closed Session discussions regarding labor negotiations with Surf City Lifeguard Employees' Association (SCLEA).

**CLOSED SESSION**

3. Pursuant to Government Code § 54957, the City Manager and Police Chief will consult with the City Attorney and City Council regarding potential threat(s) to public buildings and security of essential public services.
4. Pursuant to Government Code §54956.8, the City Council shall recess to Closed Session to give instructions to the City's Negotiator, Fred Wilson, City Manager, regarding negotiations with Don Means, Manager for Chevron Land and Development Company, concerning price and terms of payment for the disposition of real property located at 1718 Orange Avenue (APN 023-152-01) in Huntington Beach, CA.
5. Pursuant to Government Code § 54956.9(d)(1), the City Council shall recess into Closed Session to confer with the City Attorney regarding the following lawsuit: Huntington Shorecliff, LP v. City of Huntington Beach, et al. (JS Stadium), Orange County Superior Court Case No. 30-2011-00463995.
6. Pursuant to Government Code § 54956.9(d)(1), the City Council shall recess into Closed Session to confer with the City Attorney regarding the following lawsuit: Sunny Kang v. City of Huntington Beach/William Brownlee, Orange County Superior Court Case No. 30-2013-00626834.
7. Pursuant to Government Code § 54956.9(d)(1), the City Council shall recess into Closed Session to confer with the City Attorney regarding the following lawsuit: Timothy Masten v. City of Huntington Beach, et al., Orange County Superior Court Case No. 30-2014-00761624.
8. Pursuant to Government Code § 54956.9(d)(1), the City Council shall recess into Closed Session to confer with the City Attorney regarding the following lawsuit: Roger Mielke v. City of Huntington Beach, et al., Orange County Superior Court Case No. 30-2014-00729395.
9. Pursuant to Government Code § 54956.9(d)(1), the City Council shall recess into Closed Session to confer with the City Attorney regarding the following lawsuit: Ocean View School District v. City of Huntington Beach

(Rainbow Disposal), Orange County Superior Court Case No. 30-2013-00692076.

10. Pursuant to Government Code § 54957.6, the City Council shall recess to Closed Session to meet with its designated labor negotiators and Fred Wilson, City Manager regarding the following: SCLEA.

**6:00 PM – COUNCIL CHAMBERS**

**RECONVENE CITY COUNCIL/PUBLIC FINANCING AUTHORITY MEETING**

**6:03 PM**

**CALL TO ORDER THE REGULAR MEETING OF THE CITY COUNCIL/PUBLIC FINANCING AUTHORITY AND THE SPECIAL MEETING OF THE SUCCESSOR AGENCY TO THE FORMER REDEVELOPMENT AGENCY OF THE CITY OF HUNTINGTON BEACH**

**CLOSED SESSION REPORT BY CITY ATTORNEY - *None***

**ROLL CALL**

Posey, O'Connell, Katapodis, Hardy, Sullivan, Delgleize, Peterson  
***All present***

**PLEDGE OF ALLEGIANCE**

**INVOCATION - To be led by Tom Hohman of Saints Simon and Jude Parish and a member of the Huntington Beach Interfaith Council.**

In permitting a nonsectarian invocation, the City does not intend to proselytize or advance any faith or belief. Neither the City nor the City Council endorses any particular religious belief or form of invocation.

**AWARDS AND PRESENTATIONS**

**Mayor Hardy to proclaim March as Women's History Month.**

**Mayor Hardy to call on Victoria Alberty, Pat Bril and Gisela Campagne to present the Adoptable Pet of the Month.**

**Mayor Hardy to call on Mayor Pro Tem Jim Katapodis who will recognize Hoag Hospital's donation to the 9/11 Memorial.**

**Mayor Hardy to present Donate Life campaign proclamation to Richard Glover from Huntington Beach Water Utilities.**

**Mayor Hardy will call on members from Huntington Beach Downtown who will recognize Damoni Burkhardt for her outstanding singing ability in winning the first "Surf City's Got Talent" Competition.**

Mayor Hardy to call on Director of Public Works Travis Hopkins to present the Mayor's Award to Environmental Specialist, Jim Merid.

**ANNOUNCEMENT OF SUPPLEMENTAL COMMUNICATIONS (Received After Agenda Distribution)**

*City Clerk Joan L. Flynn announced supplemental communications: Consent Calendar Item No. 10 (9), Administrative Item No. 17 (1), Ordinance for Introduction Item No. 19 (1), Ordinance for Adoption Item No. 20 (3)*

**PUBLIC COMMENTS (3 Minute Time Limit)**

**34 Speakers**

**COUNCIL COMMITTEE - APPOINTMENTS - LIAISON REPORTS AND ALL AB 1234 DISCLOSURE REPORTING**

*Katapodis, Sullivan, Delgleize, Peterson reported*

**CITY MANAGER'S REPORT – City Manager Fred Wilson called on City Clerk Joan L. Flynn to highlight areas of her department of interest to the public.**

**CONSENT CALENDAR**

**1. Approve and adopt minutes**

**Recommended Action:**

Review and approve the City Council/Public Financing Authority regular meeting minutes and the Successor Agency special meeting minutes dated February 17, 2015, as written and on file in the office of the City Clerk.

**Approved 7-0**

**2. Receive and file the City of Huntington Beach Strategic Plan Update**

**Recommended Action:**

Receive and file the Six-Month Strategic Objectives Matrix.

**Approved 7-0**

**3. Accept bid and authorize the execution of a construction contract with Flatiron Electric Group, Inc., in the amount of \$525,212 for the traffic signal modifications at the intersections of Magnolia Street and Yorktown Avenue and at Bushard Street and Adams Avenue, CC-1464**

**Recommended Action:**

A) Accept the lowest responsive and responsible bid submitted by Flatiron Electric Group, Inc., in the amount of \$525,212; and,

B) Authorize the Mayor and City Clerk to execute a construction contract in a form approved by the City Attorney; and,

C) Authorize the Director of Public Works to execute change orders not to

exceed a total of 15 percent of the contract construction costs or \$78,782.

**Approved 7-0**

4. **Award and authorize execution of a construction contract in the amount of \$128,145 to Golden State Constructors, Inc. for the FY 14/15 Curb Access Ramp Installation Project, CC-1498**

**Recommended Action:**

A) Accept lowest responsive and responsible bid submitted by Golden State Constructors in the amount of \$128,145; and,

B) Authorize the Mayor and City Clerk to execute a construction contract in a form approved by the City Attorney.

**Approved 7-0**

5. **Approve Sole Source Justification with Aero Computers, Inc. for the purchase of one moving map system in the amount of \$139,099 to be used in the police helicopter**

**Recommended Action:**

Approve Sole Source Justification for Aero Computers, Inc. to purchase one moving map system in the amount of \$139,099.

**Approved 7-0**

6. **Adopt Resolution No. 2015-13 authorizing Fire Department personnel to be compensated by the State for the entire time of commitment to Strike Team Deployments**

**Recommended Action:**

Adopt Resolution No. 2015-13, "A Resolution of the City Council of the City of Huntington Beach Identifying the Terms and Conditions for Fire Department Response Away From Their Official Duty Station and Assigned to an Emergency Incident," authorizing Portal to Portal Compensation by the State for Strike Team Deployments.

**Approved 7-0**

7. **Adopt Resolution No. 2015-14 authorizing Implementation of Governmental Accounting Standards Board (GASB) Statement No. 54; and, adopt revised City of Huntington Beach Fund Balance Policy**

**Recommended Action:**

A) Adopt Resolution Number 2015-14, "A Resolution of the City Council of the City of Huntington Beach Approving the Commitment of Fund Balances in Accordance With Governmental Accounting Standards Board Statement No. 54"; and,

B) Adopt a revised City of Huntington Beach Fund Balance Policy.

**Approved 7-0**

**8. Approve Fiscal Year 2013/14 Year-End Audit Close-Out Adjustments**

**Recommended Action:**

Approve year-end adjustments to the Fiscal Year 2013/14 Revised Budget in the Funds and by the amounts contained in Attachment 1 and Attachment 2.

***Approved 7-0***

**9. Approve Annual Developer Fee Funds Compliance Reports for the Planned Local Drainage Facility Fund, Sanitary Sewer Facilities Fund and the Fair Share Traffic Impact Mitigation Fee Program**

**Recommended Action:**

A) Approve the Planned Local Drainage Facility Fund Annual Compliance Report for Fiscal Year 2013/14; and,

B) Approve the Sanitary Sewer Facilities Fund Annual Compliance Report for Fiscal Year 2013/14; and,

C) Approve the Fair Share Traffic Impact Mitigation Fee Program Annual Compliance Report for Fiscal Year 2013/14.

***Approved 7-0***

**10. Direct Staff to pursue Amendments to the Beach and Edinger Corridors Specific Plan (BECSP)**

**Recommended Action:**

Direct staff to pursue amendments to the BECSP to:

A) Reduce the residential MAND to 2,100 units;

B) Require a CUP for all residential and mixed-use projects;

C) Apply the coastal zone parking requirements to all residential projects;

D) Increase front yard setbacks to 30 feet minimum (allow CUP to deviate) and require 10-foot upper story setbacks above the third story;

E) Require all residential projects to have retail/commercial uses at street level (allow CUP to deviate);

F) Modify development standards for auto dealers;

G) Allow deviation to Edinger frontage road requirements for commercial projects adding up to 50 percent of existing square footage;

***Amended to include:***

***H) Add Occupancy Group A - Assembly on first floor in the BECSP – with adequate parking approved by the Planning Commission utilizing the CUP process if required; and***

*l) Limit buildings to a 4-story height.  
Approved 5-1-1 (Posey-No; O'Connell-Recused)*

11. **Approve and authorize execution of Amendment #1 to Reimbursement Agreement with HB Boardwalk, LLC in the amount of \$35,000 for Fire and Safety Inspection Services for the HB Boardwalk Project**

**Recommended Action:**

Approve and authorize the Mayor and City Clerk to execute "Amendment No. 1 to Reimbursement Agreement Between the City of Huntington Beach and HB Boardwalk, LLC, for Costs Incurred for Fire and Safety Inspection Services."

*Approved 7-0*

12. **Approve and authorize execution of a five (5) year License Agreement with Southern California Edison for public parkland located at Arevalos Park**

**Recommended Action:**

A) Approve the License Agreement with Southern California Edison for the use of the 2.58 acres of property commonly known as Arevalos Park; and,

B) Authorize the Mayor and City Clerk to execute any and all documents necessary to conclude this transaction.

*Approved 7-0*

13. **Approve and authorize execution of a Professional Services Contract between the City and AKM Consulting Engineers in the amount of \$400,000 for preparation of plans and specifications for the replacement of the Edgewater Lift Station**

**Recommended Action:**

Approve and authorize the Mayor and City Clerk to execute the "Professional Services Contract Between the City of Huntington Beach and AKM Consulting Engineers for Professional Engineering Design of the Edgewater Lift Station."

*Approved 7-0*

14. **Request Successor Agency approval of Estoppels and Consent to Transfer of Interest (of the Owner Participation Agreement OPA) of Bella Terra I and City Council Approval of Estoppel Certificate (Parking Garage Agreement)**

**City Council Recommended Action:**

A) Approve the "Estoppel Certificate (Parking Garage Agreements);" and,

B) Authorize the Mayor, City Manager and City Clerk to sign all necessary documents to effectuate this transfer.

*Approved 7-0*

**Successor Agency Recommended Action:**

A) Approve the "Estoppel and Consent to Transfer of Interest (OPA)"

Agreement; and,

B) Approve the "Estoppel Certificate and Request for Notice;" and,

C) Approve the Executive Director and Board Clerk to sign all necessary documents to effectuate this transfer and make non-substantive modifications of the forms, if necessary.

**Approved 7-0**

## **PUBLIC HEARING**

- 15. Approve for introduction Ordinance No. 4047 approving Zoning Text Amendment (ZTA) No. 15-001 Amending Chapter 233 of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) regarding signs**

**Recommended Action:**

A) Approve Zoning Text Amendment No. 15-001 with findings for approval; and,

B) Approve for introduction Ordinance No. 4047, "An Ordinance of the City Council of the City of Huntington Beach Adopting Zoning Text Amendment No. 15-001 and Amending Chapter 233 of the Huntington Beach Zoning and Subdivision Ordinance Related to Signs."

**Approved 7-0**

## **ADMINISTRATIVE ITEMS**

- 16. Update and recommendations regarding Homelessness in Huntington Beach**

**Recommended Action:**

~~Form a three (3) member Homeless Needs Council Committee to meet quarterly to act as a liaison to the City Council on matters related to homelessness in Huntington Beach~~

**Alternate Motion:**

**Form a seven (7) member Homeless Task Force appointed individually by the City Council to meet at least quarterly and advise the City Council on matters related to homelessness in Huntington Beach.**

**Approved 7-0**

- 17. Adopt Resolution Nos. 2015-07 and 2015-08 Approving Associate Membership in the California Enterprise Development Authority (CEDA) and Consenting to the Inclusion of Properties within the City's Jurisdiction in the Figtree and CaliforniaFIRST Property Assessed Clean Energy (PACE) Financing Programs - Continued from the March 2, 2015 Council meeting**

**Recommended Action:**

~~A) Adopt Resolution 2015-07, "A Resolution of the City Council of the City of Huntington Beach, California Approving Associate Membership by the City in the California Enterprise Development Authority (CEDA); Authorizing and~~

~~Directing the Execution of an Associate Membership Agreement Relating to Associate Membership of the City in the Authority; Authorizing the City to Join the Figtree Pace Program; Authorizing the California Enterprise Development Authority to Conduct Contractual Assessment Proceedings and Levy Contractual Assessments Within the Territory of the City of Huntington Beach; and Authorizing Related Actions;" and,~~

~~B) Adopt Resolution 2015-08, "Resolution Authorizing the City of Huntington Beach to Join the CaliforniaFirst Program; Authorizing the California Statewide Communities Development Authority to Accept Applications From Property Owners, Conduct Contractual Assessment Proceedings and Levy Contractual Assessments Within the Incorporated Territory of the City; and Authorizing Related Actions" in the CaliforniaFIRST PACE program to Finance Distributed Generation Renewable Energy Sources, Energy and Water Efficiency Improvements; and,~~

~~C) Authorize the Mayor, on behalf of the City, to execute the Associate Membership Agreement with California Enterprise Development Authority.  
**Failed 2-5 (Posey, O'Connell, Katapodis, Sullivan, Peterson-No)**~~

#### ORDINANCES FOR INTRODUCTION

18. **Approve for introduction Ordinance No. 4048 amending Chapter 9.76 of the Huntington Beach Municipal Code relating to discharging weapons**

**Recommended Action:**

Approve for introduction Ordinance No. 4048, "An Ordinance of the City of Huntington Beach Amending Chapter 9.76 of the Huntington Beach Municipal Code Relating to Discharging Weapons."

**Approved 7-0**

19. **Approve for introduction Ordinance No. 4049 amending Chapter 5.24 of the Huntington Beach Municipal Code (HBMC) relating to Massage Establishments**

**Recommended Action:**

**As amended,** Approve for introduction Ordinance No. 4049, "An Ordinance of the City of Huntington Beach Amending Chapter 5.24 of the Huntington Beach Municipal Code Relating to Massage Establishments."

**Amending Section 5.24.040 to read,** an Establishment Registration Certificate is generally not transferrable. Transfers may be granted at the sole discretion of the Police Chief and no transfer of an Establishment Registration Certificate will be allowed in the event that a Massage Establishment has pending investigations, reviews, or citations; or ***in certain instances where massage establishments*** are located within 1,000 feet of another Massage Establishment.

**Approved 7-0**

**ORDINANCES FOR ADOPTION**

20. **Adopt Interim Ordinance No. 4050 establishing a temporary Moratorium for Beach and Edinger Corridors Specific Plan (BECSP)**  
*(Requires 4/5 Vote to Adopt)*

**Recommended Action:**

~~Adopt Ordinance No. 4050, "An Interim Ordinance of the City Council of the City of Huntington Beach Establishing a Temporary Moratorium on Certain New Residential Development Within the Beach and Edinger Corridors Specific Plan Area."~~

***Failed 2-4-1 (Posey, Katapodis, Sullivan, Delgleize-No; O'Connell-Recused)***

**COUNCILMEMBER ITEMS**

21. **Submitted by Councilmember Posey - General Plan Update Streamlining**

**Recommended Action:**

Direct staff to streamline the General Plan Update by implementing the following changes to the project scope and process:

- A) Reduce the scope of the Sustainability Action Plan (SAP) to meet the requirements necessary to address State law and realize benefits of streamlined environmental review for future projects.
- B) Reduce scope of land use/circulation alternatives analysis.
- C) Reduce the scope of the Coastal Resiliency Plan to address the necessary California Coastal Commission requirements.
- D) Formulate a General Plan structure to meet the State mandated requirements while ensuring that the General Plan elements are reasonable in size and scope to meet all legal requirements, as well as address issues identified by the GPAC. New structure changes would result in reducing the number of elements from 16 to nine and include the following elements: Land Use, Open Space/Conservation, Safety, Noise, Circulation, Infrastructure/Public Facilities, Historic and Cultural Resources, Housing, and Coastal. (It should be noted that the last three are not part of the General Plan Update project.)

***Approved 6-1 (Hardy-No)***

**COUNCILMEMBER COMMENTS (Not Agendized)**

***O'Connell, Katapodis, Hardy, Sullivan, Delgleize, Peterson reported***

**ADJOURNMENT – 11:07 PM**

The next regularly scheduled meeting of the Huntington Beach City Council/Public Financing Authority is **Monday, April 06, 2015**, at 4:00 PM in Room B-8, Civic Center, 2000 Main Street, Huntington Beach, California.

**INTERNET ACCESS TO CITY COUNCIL/PUBLIC FINANCING AUTHORITY AGENDA  
AND STAFF REPORT MATERIAL IS AVAILABLE PRIOR TO CITY COUNCIL  
MEETINGS AT  
<http://www.huntingtonbeachca.gov>**

March 24, 2015



www.kennedycommission.org  
17701 Cowan Ave., Suite 200  
Irvine, CA 92614  
949 250 0909  
Fax 949 263 0647

Ms. Rosemary Medel, Associate Planner  
City of Huntington Beach  
Planning & Building  
2000 Main Street  
Huntington Beach, CA 92648

**RE: Beach and Edinger Corridors Specific Plan (BECSP) Amendments**

Dear Ms. Medel:

The Kennedy Commission (the Commission) is a broad based coalition of residents and community organizations that advocates for the production of homes affordable for families earning less than \$20,000 annually in Orange County. Formed in 2001, the Commission has been successful in partnering and working with Orange County jurisdictions to create effective housing policies that has led to the new construction of homes affordable to lower income working families.

The Commission would like to acknowledge and commend the City for its leadership in encouraging and facilitating the development of homes affordable to lower income families. Oceana Apartments, which is comprised of 78 apartment homes for lower income families, is currently under construction and the City's inclusionary ordinance has resulted in 30 lower income on-site affordable homes within market-rate developments.<sup>1</sup> As the City moves forward in amending the Beach and Edinger Corridors Specific Plan (BECSP), the Commission urges the City to continue its support for the development of affordable homes.

The Commission has provided the following recommendations for the City:

- 1. Continue the City's partnership with the Commission to facilitate the development of homes affordable to lower income working families in the City.**
- 2. Provide a thorough analysis and discussion on how the land inventory identified in the City's 2014-2021 Housing Element for the development of affordable homes for lower income families would be impacted.** Without the BECSP's sites, will there be a shortfall of sites for the development of lower income families? If there is a shortfall, when and where will the City identify additional sufficient sites to address the City's housing needs for lower income families?
- 3. Provide a thorough analysis and discussion on the barriers and constraints the BECSP amendment will impose on the future development of affordable homes for lower income families in the City (i.e., requiring a Conditional Use Permit (\$9,989),**

<sup>1</sup> City of Huntington Beach 2013-2021 Housing Element, p. V-12, September 16, 2013.

ATTACHMENT NO. 6.1

Ms. Rosemary Medel  
March 24, 2015  
Page 3 of 3

The Commission looks forward to hearing the City's response to our concerns and partnering with the City to achieve our mutually beneficially goals in creating more livable and economically competitive communities to all working families in the City. The Commission also welcomes the opportunity to continue our dialogue that will result in the production of new homes affordable to extremely low, very low and low-income working families.

Please keep us informed of any upcoming meetings regarding the BECSP amendments. If you have any questions, feel free to contact me at (949) 250-0909 or [cesarc@kennedycommission.org](mailto:cesarc@kennedycommission.org).

Sincerely,



Cesar Covarrubias  
Executive Director

cc: Melinda Coy, State Department of Housing and Community Development

ATTACHMENT NO. 6.2

Building Industry Association of Southern California, Inc.  
ORANGE COUNTY CHAPTER



March 24, 2015

Chair Dan Kalmick  
Planning Commission Members  
City of Huntington Beach  
2000 Main Street  
Huntington Beach, CA 92648

**Re: Comments on Beach and Edinger Corridor Specific Plan Amendments**

Dear Chair Kalmick and Planning Commission Members,

On behalf of our membership, I would like to communicate our recommendations for the proposed Beach and Edinger Corridor Specific Plan Amendments. We would like to thank city staff for their outreach to our Organization and for their hard work on this issue.

The Building Industry Association of Southern California, Orange County Chapter (BIA/OC) is a non-profit trade association of nearly 1,000 companies employing over 100,000 people affiliated with the home building industry. The Orange County Chapter represents the largest member base within BIA Southern California. Our mission is to champion housing as the foundation of vibrant and sustainable communities.

The purpose of the Beach and Edinger Corridor Specific Plan is to enhance and maximize the potential of this major thoroughfare. However, if the proposed amendments are approved, this once clear vision for growth and change may not accomplish the goals of its intended purpose. Therefore, we propose the following recommendations:

- 1. Reduce building heights to 4 story maximum.**  
BIA Recommendation - allow CUP to deviate.
- 2. Reduce the maximum amount of net new development (MAND) to 2100 units.** BIA Recommendation – allow MAND to remain at 3,000 units. Being that 1,900 units have already been approved by the City, establishing the MAND at 2,100 is effectively a moratorium on the Beach/ Edinger Specific Plan. It is important to note that the EIR for the Specific Plan allows for up to 4,400 units. Additionally, the City has upcoming specific traffic improvements planned for Beach Boulevard. Additionally, the modifications to

PRESIDENT  
JOAN MARCUS-COLVIN  
THE NEW HOME COMPANY

VICE PRESIDENT  
JIM YATES  
RANCHO MISSION VIEJO

TREASURER  
PHIL BODEM  
TAYLOR MORRISON

SECRETARY  
MIKE GARTLAN  
KB HOME

IMMEDIATE PAST PRESIDENT  
DONNA KELLY  
LENNAR

TRADE CONTRACTOR V.P.  
ALAN BOUDREAU  
BOUDREAU PIPELINE CORPORATION

ASSOCIATE VICE PRESIDENT  
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NEWMAYER & DILLION, LLP

MEMBER-AT-LARGE  
MIKE MCMILLEN  
TRI POINTE HOMES

MEMBER-AT-LARGE  
SCOTT STARKEY  
STARKEY COMMUNICATIONS

CHIEF EXECUTIVE OFFICER  
MICHAEL BALSAMO

24 Executive Park, Suite 10  
Irvine, California 92614  
949.553.9500 | biaoc.com

ATTACHMENT NO. 7.1

the Specific Plan proposed at this time will mitigate any aesthetic concerns that have been expressed about previous projects within the plan area.

3. **Apply the coastal zone parking requirements to all residential projects.** BIA Recommendation – Apply the Coastal Zone “Guest Parking” requirements to all residential projects. Requiring two parking spaces for a one bedroom apartment or three dedicated spaces for a two bedroom apartment is an overreach and is not in-line with urban living principles. The challenge in multi-family projects is most often associated with inadequate guest parking. Providing more guest parking will alleviate the concern related to parking demand spilling over to offsite locations.
  
4. **Require all residential projects to have retail/commercial uses at street level (allow CUP to deviate).** BIA Recommendation – Use the word encourage rather than require. The viability and appropriateness of ground floor retail is dependent on project specific circumstances. For retail to be successful, there must be appropriate access and parking available along with residential density significant enough to create demand. By making this a requirement, it can become a constraint to any change in the area. Beach Boulevard is already heavily concentrated with retail. Creating more residential uses will have a positive impact on the success of existing retail in the area.

As always, we remain a resource to the City on important issues that are related to the wellbeing of our local communities. Thank you for your time and thoughtful consideration.

Sincerely,



Michael Balsamo  
Chief Executive Officer

Cc: City Council

ATTACHMENT NO. 7.2

Surf City Planning commission/ City council

I am concerned with the high rise apartments being proposed on Beach blvd. My main concern is when units are built so close to front property line you cant see the adjoining property, best example is the Wind River office building just North of the Chevrolet Dealer. I own an office building on Beach Blvd next door to Chilies or about seventy feet North of Cypress St. I would propose starting out with two stories and then step it up to three then four stories. this will give some visibility to existing buildings along side of the high rise plus give it some character rather than look like a big box.

I have owned this office building from day one and maintain it in very good condition and enjoy a good relationship with my neighbors. Please give this some consideration as it will give a much better look to the Blvd rather then look like a Street of boxes.

Thank you

Len Lichter  
owner of 17111 Beach Blvd. since 1975

Len Lichter  
Bldg Mgr/Rental Information  
Suite 101

---

**Mutual Plaza Office Building**  
17111 Beach Blvd H.B. CA 92647

lenlichter@gmail.com

Office/Cell Ph. (714) 841-6691

**RECEIVED**

MAR 20 2015

Dept. of Planning & Building

ATTACHMENT NO. 8.0



April 6, 2015

Chairman Dan Kalmick, Vice Chair Edward Pinchiff, and City Planning Commissioners  
City of Huntington Beach  
Planning and Building Department  
2000 Main Street  
Huntington Beach, CA 92648

**RE: Beach and Edinger Corridors Specific Plan  
Request to Increase the Maximum Amount of Net New Development (MAND)**

Dear Planning Commissioners:

As you may know, over the past year AMCAL Multi-Housing Inc. (AMCAL) has been working closely with the City's Planning Department on a proposal to develop a 43-unit workforce housing community at 18922 Delaware Street -- 100% affordable to households earning between 30% and 60% of the Area Median Income. The proposal includes eight (8) units restricted as permanent supportive housing for Veterans. Provided below is 1) background information on our proposal and 2) AMCAL's request to increase the MAND so that we can present our proposal for consideration to the Planning Commission and City Council at a future date.

#### **BACKGROUND**

AMCAL first identified the site in March 2014 and entered into escrow to purchase the property in April 2014. Over the past year, AMCAL has worked closely with the Planning Department on a proposal that would incorporate the site into the Beach and Edinger Corridors Specific Plan (BECSP).

An Initial Plan, Zoning & Review Application was submitted on July 24, 2014 to the Planning Department and a Response Letter with input and feedback from Planning Staff was received by AMCAL on August 28, 2014. Based upon the information provided in this Response Letter, AMCAL revised the design of the project and on November 24, 2014, submitted a full Application Package to the Planning Department. The Application Package included the following items:

- Architectural Plans
- Civil Plans
- Landscape Plans
- Air Quality Study
- Biological Report
- Cultural Report
- Geotechnical Study
- Greenhouse Gas Report
- Noise Study
- Phase 1 Environmental Report
- Traffic Study

AMCAL MULTI-HOUSING, INC.  
2082 MICHELSON DR. SUITE 306  
IRVINE, CA 92612  
PH. (949) 863-9408  
FAX: (949) 863-9428  
[WWW.AMCALHOUSING.COM](http://WWW.AMCALHOUSING.COM)

ATTACHMENT NO. 9.0

A significant amount of time and financial resources were required to prepare and submit the full Application Package to the Planning Department for review under the existing design standards of the BECSP. Planning staff performed a standard review of the Application and provided comments on December 24, 2014. Based upon staff's comments, AMCAL further revised the design of the project and resubmitted the Application Package on January 15, 2015. Staff completed their review and issued a Notice of Filing Status Letter on February 13, 2015.

Upon receipt of the Notice of Filing Status Letter, AMCAL was preparing to move forward with the entitlement process. However, at the February 17, 2015 City Council meeting, a decision was made to begin the process for a moratorium on new development within the BECSP and subsequently the processing of our application was put on hold.

#### **AMCAL'S REQUEST**

As you know, one of the proposed Amendments to the BECSP is a new cap on the Maximum Amount of Net New Development (MAND). The current figure that is being considered by the City Council is 2,100 units, which accounts for all of the units which have been approved to date, as well as the 174-unit Urban Lofts project.

If the MAND is set at 2,100 units, AMCAL's proposed affordable housing development will be excluded. Given AMCAL's work over the past year with the Planning Department to be included within the BECSP, including our significant investment of time and resources, we request that the Planning Commission consider a recommendation to establish a MAND of at-least 2,150 units.

It should be noted, if the MAND is set at 2,150 units or above, AMCAL could continue to move forward with entitlements including significant oversight that would ultimately require review and approval from the Planning Commission and City Council. AMCAL would be required to return to the Planning Commission for your consideration, followed by the City Council.

Should you have any questions regarding this request, please contact Blake Hopkins, Project Manager, at (949) 825-5221.

Thank you in advance for your attention to this important request.

Sincerely,



Mario Turner  
Vice President of Development

## Medel, Rosemary

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**From:** Villasenor, Jennifer  
**Sent:** Monday, April 06, 2015 9:58 AM  
**To:** Medel, Rosemary  
**Subject:** FW: Updates to the Beach and Edinger Corridor Specific Plan

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**From:** Hess, Scott  
**Sent:** Monday, April 06, 2015 9:56 AM  
**To:** Villasenor, Jennifer  
**Subject:** FW: Updates to the Beach and Edinger Corridor Specific Plan

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**From:** Brett Feuerstein [<mailto:brett@mesacenters.com>]  
**Sent:** Monday, April 06, 2015 9:55 AM  
**To:** Kalmick, Dan  
**Cc:** Planning Commission; Hardy, Jill; Fikes, Cathy; Katapodis, Jim; Sullivan, Dave; Delgleize, Barbara; O'Connell, Billy; Peterson, Erik; Posey, Mike; Hess, Scott; Medel, Rosemary; Peter Whittingham  
**Subject:** Updates to the Beach and Edinger Corridor Specific Plan

Dear Chairman Kalmick:

Thank you for your consideration of the following comments as it relates to updates to the Beach and Edinger Corridors Specific Plan ("BECSP"). We certainly appreciate your efforts on behalf of Huntington Beach. As owners of property in your city, specifically the Living Spaces Shopping Center at the corner of Goldenwest and Edinger, we have spent a great amount of time and money improving and modernizing our center. Our goal is to have a well-designed and integrated project; however, we are very concerned about the updates to the BECSP if they are applied to single story commercial buildings. We have compiled a list of the items below that are of greatest concern. Please note that the items below are meant only to address single story commercial development and not apply to other uses, including mixed use.

2.4.3- the minimum Front Yard Set Back should remain at what was called out in the original BECSP. The goal of the BECSP was to provide walkability and excitement to the retail sector. By maintaining these setbacks for single story retail stores, it provides ease of walkability and enhanced visibility for the store and its customers. We agree that multi-story buildings, whether they are 100% retail, apartments or mixed use, should have a significant set-back from the street. Single-story retail, though, would be negatively impacted by such large setbacks and such setbacks would negatively impact the walkability and vibrancy of the retail in the area.

2.4.7 – the Minimum Frontage coverage should be reduced to 33% for both Edinger/Beach/Main as well as all All Other Streets. In addition, the exception excluding anchor retail should also apply to Edinger/Beach/Main and not just to All Other Streets. Finally, if the property is on a corner lot, only one street should be identified as being affected by the Frontage Coverage and not both streets. The current design standards are what is needed for large apartment or mixed use projects, but severely precludes individual or small format retail buildings.

2.7.2- the Parking Types should exempt anchor retail from being restricted from providing front parking and exempt all retail, and not just anchor retail, from being restricted from providing exposed parking.

We greatly appreciate your time in reviewing these suggestions and hope that they could be incorporated into the updated BECSP, which will hopefully provide the foundation for smart development which will bring prosperity to the city as well as an enhanced quality of life for all of its citizens.

Sincerely,

Brookhurst Shopping Center, LLC  
Brett Feuerstein

Brett Feuerstein  
8294 Mira Mesa Blvd  
San Diego, CA 92126  
(858) 271-4682  
(858) 271-5161 Fax  
[brett@mesacenters.com](mailto:brett@mesacenters.com)

ATTACHMENT NO. 10.2

## Medel, Rosemary

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**From:** Hess, Scott  
**Sent:** Thursday, April 02, 2015 10:31 AM  
**To:** Villasenor, Jennifer; James, Jane; Medel, Rosemary  
**Subject:** Fw: HB SAN QUENTIN DE BELLA TERRA

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Troxell USA - Ron Troxell <RVT@TroxellUSA.com>  
**Sent:** Thursday, April 2, 2015 10:10 AM  
**To:** Agenda Comment  
**Reply To:** RVT@TroxellUSA.com  
**Cc:** Planning Commission  
**Subject:** HB SAN QUENTIN DE BELLA TERRA



## City Council and Planning Department

### HB SAN QUENTIN DE BELLA TERRA?

A 14 STORY going in at S/E corner of Bch-Edinger ? Where does it end!

Units/acre - 25/acre MAX! Like Costa Mesa MDD (moderate density), not HDD!

The 30' setback needs to require a greenbelt & trees. They can be low water native, or even artificial. Think Irvine/NB MDD!

And you need to delete this line, "(allow CUP to deviate)" as under no circumstance is less than a 30' setback from Beach Blvd acceptable!

Height - 3 stories max!

Reduce the residential MAND (MAX # of units to build in plan) to 1700 units!

Each new project needs to require a CURRENT (not 2008) traffic study!

Condos, NOT Apts! Need to take away the apt incentive. Skin-in-the-game stability over transiency

Is HDD really adding revenue \$ to pay for payroll & pensions, OR is it, after we pay for ALL extra cops/fire/streets/infrastructure/school expansion/etc..., a NET LOSS?



**Ron Troxell**

18392 Enterprise Lane  
Huntington Beach CA 92648  
Te: 714-847-0880  
Fx: 714-847-4242  
Cell 714.733.3042

**Connect or Share the new Twist Level System**



ATTACHMENT NO. 10-4

**Medel, Rosemary**

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**From:** Hess, Scott  
**Sent:** Wednesday, April 01, 2015 8:45 AM  
**To:** BUILDING & SAFETY; PLANNING  
**Subject:** Fw: HIGH DENSITY.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Joseph mastropaolo <[jamastropaolo@gmail.com](mailto:jamastropaolo@gmail.com)>  
**Sent:** Saturday, March 28, 2015 4:09 PM  
**To:** Planning Commission  
**Subject:** HIGH DENSITY.

3-28-15

Planning Commissioners:

Please vote for MAND (Mandatory Allow Net Density) at 2100 or lower.

The Beach-Edinger corridor was planned for commerce, not apartments.

There is no need for more apartments because population is decreasing (see the front page of the OC Register, March 28, 2015).

Overbuilding creates slums, crime, and disease.

Please stop the overbuilding.

Sincerely,

Joseph Mastropaolo

Precinct 32285

**Medel, Rosemary**

---

**From:** Hess, Scott  
**Sent:** Wednesday, April 01, 2015 11:04 AM  
**To:** PLANNING  
**Subject:** Fw: Sequence, sequence, sequence.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

Original Message

**From:** Joseph mastropaolo <jamastropaolo@gmail.com>  
**Sent:** Wednesday, April 1, 2015 10:50 AM  
**To:** Planning Commission  
**Subject:** Sequence, sequence, sequence.

Sequence, Sequence, Sequence.

People follow the jobs, not housing. They move to where jobs are increasing and away from where jobs are diminishing. Once close to work, then they look to infrastructure, like housing, schools, shopping and recreation. The other way round doesn't work. If the best housing is far from work, it may well stay vacant. Builders and planners need to bring jobs, not overbuilding, to HB.

HB has recently lost 4,000 jobs. Recovery will be in the ones and twos. That is why all the speculation about the increasing population is a misrepresentation. HB is losing population. When 4,000 jobs flee a community, so do many residents. And if planners defy sequence, then problems like increasing traffic and decreased parking increase to prominence.

Overbuilding with no new jobs invites slums. Stop the overbuilding.

\*\*\*\*\*

**Medel, Rosemary**

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**From:** Hess, Scott  
**Sent:** Wednesday, April 01, 2015 8:46 AM  
**To:** BUILDING & SAFETY; PLANNING  
**Subject:** Fw: Excessive Building in HB

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Kathy Carrick <carrick92647@hotmail.com>  
**Sent:** Thursday, March 26, 2015 3:32 PM  
**To:** Planning Commission  
**Subject:** Excessive Building in HB

Good afternoon and thank you for your service on the Planning Commission.

I am a long time (40 years) resident of Huntington Beach and am concerned about what I see happening in our wonderful city. I see a great deal of building going on, particularly high rise apartments. The speed and volume with which this building is progressing is alarming to me. I have never seen this before and am very curious about what is going on. Some research I have done indicates that many of my fellow citizens are equally concerned about this.

Is there a meeting planned where the citizens of Huntington Beach can be informed of the master plan and voice their opinions on it? If not, how can one be scheduled? If you are not able to give me this information, who should I be contacting to get it?

Because I don't know what's going on, how all of this building got approved, what new projects are scheduled to begin in the future, etc., I am truly frightened! Please tell me what I can do to be more informed. I need to know if there is any way to stop/slow down this building process until citizens can be brought up to date on the overall plan.

Thank you again for your service and for taking the time to read/address my concerns.

Respectfully,  
Kathy Carrick

**Medel, Rosemary**

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**From:** Hess, Scott  
**Sent:** Wednesday, April 01, 2015 8:45 AM  
**To:** PLANNING; BUILDING & SAFETY  
**Subject:** Fw: HIGH DENSITY

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** NRDKMOM@aol.com  
**Sent:** Saturday, March 28, 2015 7:45 PM  
**To:** Planning Commission  
**Cc:** CITY COUNCIL; Fikes, Cathy  
**Subject:** HIGH DENSITY

It is my hope that all of you on these committees have the best interests of Huntington Beach at the core of your motives and decisions and not the high powered builders who are making a hot mess of our once special city. I can't believe the abhorrent, excessive building was ever approved by clear thinking grownups with a modicum of interest in Huntington Beach. Beach and Ellis is an absolute nightmare and unsightly beyond measure. It is my understanding that we want our city to be a destination city with vacationers flocking to enjoy the uniqueness of what we have to offer. When they get off the 405 and begin seeing apartments, condos and the like that they could find in any big city setting - what's the draw? It's shameful. It's revolting. The new landscape does not bode well for our beach city. Please don't let this trend continue

Barbara Shepard  
45 year resident of Hunting Beach

## Medel, Rosemary

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**From:** Hess, Scott  
**Sent:** Wednesday, April 01, 2015 8:45 AM  
**To:** PLANNING; BUILDING & SAFETY  
**Subject:** Fw: High Density Building and public opinion

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Lilli Wells <[lwells18@verizon.net](mailto:lwells18@verizon.net)>  
**Sent:** Sunday, March 29, 2015 1:29 PM  
**To:** Planning Commission; CITY COUNCIL  
**Cc:** Fikes, Cathy  
**Subject:** High Density Building and public opinion

To all Respected Planning Commissioners and City Council members,

I am extremely concerned about the recent direction of the beloved city and would like to express some concerns and ask you to PLEASE make the conscious decision to do the right thing for the majority of our citizens. Everyone in my neighborhood (Bolsa Landmark) are basically outraged regarding the rapid building of the high density projects throughout the city. Most of our local families feel in is not in the general flavor of our beach town and will bring more problems than it is worth. The concerns are as follows:

- \*Curb appeal without 30+ feet or more set backs are unattractive to put it mildly.
- \*Keep total height to 3-4 stories maximum for all buildings
- \*Plan adequate parking for all buildings
- \*Provide FREE public transportation (funded by the developers and/or city) on Eco friendly vans throughout Beach and Edinger corridor in order to serve the community and lower car traffic. Traffic will be seriously impacted causing more accidents, stress and frustration among our citizens
- \*Require green space and trees for ALL new developments.
- \*Have adequate planning time and studies to ensure public safety.
- \*Make incentives available for smaller developments who may be required studies, etc. in order to build.

Safety will seriously be compromised with HD with dog poop everywhere, insufficient open spaces, buildings near high tension wires, not sufficient sidewalks crossing Edinger (the example is I walked from City Bank on Edinger and then wanted to go to King's Fish house and once you cross the street, there is not walkway/sidewalk to get to the stores.) I had to walk on the driveway with cars!!!

My friend who is an inspector went to the Boardwalk and used his equipment to test the exposure from the high tension wires for the people who will live in the building closest to the wires. IT WAS IN THE DANGEROUS AND/OR MODERATELY DANGEROUS zone levels. How could this get by the developers or the city council? When environmental studies are waived and insufficient time spent in the planning of projects, the result is rarely in the best interest of the people and community. Please, Please do what is right for the citizens, not the developers!!!

We urge you to vote to lower the MAND to 2100 or LESS.

We urge you to vote to keep the 30+ feet setback for all buildings

We urge you to keep the CUP so that developers do not get a free ride to build HD when the majority of the citizens do not want it. AND to continue to require some of the environmental studies that would ensure TIME, SAFETY AND PUBLIC OPINION IS honored in the process. I am confident that the number of people that participated in the planning of the BECSP would be significantly less than the people who are outraged with its current HD outcome.

We urge you to keep the BECSP for commercial business as it was originally planned which will benefit the city and its citizens the most.

This is your decision. Please, I urge you to make the right decision for our beloved community and it's families. It is up to you to do what is right. I hope and pray that you will listen to the hundreds/thousands of community citizens who have spoken to you about their concerns regarding BECSP and HD. Please let me know if you have any questions regarding my letter or concerns. Thank you.

Respectfully submitted,  
Steve and Lilli Wells

ATTACHMENT NO. \_\_\_\_\_

## Medel, Rosemary

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**From:** Hess, Scott  
**Sent:** Wednesday, April 01, 2015 8:45 AM  
**To:** PLANNING; BUILDING & SAFETY  
**Subject:** Fw: HDD in HB - positive question

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

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**From:** Brett House <bhouse4@netzero.com>  
**Sent:** Sunday, March 29, 2015 7:41 PM  
**To:** Planning Commission  
**Cc:** Agenda Comment  
**Subject:** HDD in HB - positive question

Hello,

I was in a thread on Facebook HB open community forum. The discussion went on about the new constructions at Bella Tera and Ellis/beach, after the fact complaining. I tried to move it forward into today. Asking the question how can we make HB a better place to attract positive attitudes to move into and sustain the new mega complexes? I was asked to email you my post so, I am, I pasted my post below

I agree no HDD in HB, and the current projects seem bad, and without good management could quickly turn into to slums /negative neighbors and, they are here now, being built we cannot change this. What can we, as a community do to help prevent the negative from happening?

Can the investors of these large complexes invest in the rundown strip malls throughout the city ? Revitalize them with more current, community friendly business, suggest coffee shops/café s, even chain restaurants that can afford to serve fresh food. And why does there need to be a bar(drug hub) on every corner , is this going to be the selling /renting point to all the new residents of HB, it's a big party town like lake havasu? ....will the new mega complexes turn into weekly rentals or hotels?

How can we keep our cement block wall lined community a great place to live, or more to point attract great attitudes young and old to move into and sustain these new mega complexes that have been forced upon us

Thank you, for taking the time to read this

I do believe that are a lot opportunities forming to improve HB , I don't know how to help or get involved any suggestions would be great

Thx

Brett House

HB home owner and resident

## Medel, Rosemary

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**From:** Hess, Scott  
**Sent:** Wednesday, April 01, 2015 8:44 AM  
**To:** BUILDING & SAFETY; PLANNING  
**Subject:** Fw: HDD In HB

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Sandy Thigpen <sandyt3@me.com>  
**Sent:** Sunday, March 29, 2015 7:43 PM  
**To:** Planning Commission; Agenda Comment  
**Subject:** HDD In HB

Dear Planning Commissioners and City Council Members,

I am sending this email as I am unable to attend the Planning Commission meeting and unsure of my ability to attend the City Council meeting. This is an incredibly heated issue for many reasons. First, I understand that the massive amount of recent and current projects were approved and have been a done deal for many years. As a long time resident and business owner in HB, I am very concerned about the long term ramifications of High Density Projects and the seemingly lack of planning that was done prior to the recent builds. It is mind boggling to drive down Beach Boulevard and enter the Beach-Edinger Corridor. Whatever studies were done prior to these developments being approved, could have never adequately stated the level of total mayhem that exists when attempting to navigate in any direction in the corridor area. This area is in total gridlock 12 hours a day Monday through Friday and even worse on the weekends.

As a business owner located in the Beach-Edinger Corridor area, I am constantly asked by my customers "WHAT HAPPENED?" Then, I patiently listen while they express their sentiments "this is a nightmare, the amount of road rage they encountered, the extended time it took them to get to our appointment, etc. and inevitably I am asked "are you going to stay at this location?" Followed by "we need to discuss an alternate meeting location..." These are long time customers that until recently, enjoyed meeting at my office. The amount of time I spend trying to explain an issue that has NO good explanation is mind numbing. Finally I explain "this is my home, I want to stay and I am taking an active role in my community to be prevent future projects of this size, with the lack of impact studies that have happened in the past." That said, it is my intention as an HB resident and business owner to see that the citizens of this city are heard and the Planning Commission and City Council take into account what the residents of HB want.

The following is a list of items that I would like to see the Planning Commission and City Council keep in mind when making future decisions with respect to HDD:

- 1) With High Density Development comes High Density Infrastructure Impact. In turn a high level of responsibility to the current residents. **Each new project needs to require a CURRENT (not 2008) traffic study.**
- 2) It is possible to have **Moderate Density Development** with the units/acre at 25/acre. Everything in moderation.
- 3) **An acceptable setback of 30'** with an a greenbelt that keeps a drought tolerant theme. There is a specific line in the current plan that reads "allow CUP to deviate". This statement has allowed for the- sidewalk next to a five story building scenario. This is an unacceptable practice and should be eliminated.
- 4) **Keep the MAND at 1,700** so the a full study of the BECSP can be completed. Based on the history of development in the area, it appears to be intended for commercial use. The "mixed use" seems a bit unbalanced.
- 5) A **three story maximum height limit** for future projects.

6) Reduce/Eliminate the incentives to apartment developers. Instead, look for developers that are willing to build condominium complexes that provide stability.

Finally, I ask you to revisit the the issue that seems to have become an HDD mantra- "HDD adds revenue." When you look at the overall picture and take into account the additional costs for first responder's, infrastructure to accommodate the additional residents, additional school classrooms, etc. Are we actually generating revenue? This needs to be studied as well. A shift is needed to return our community to an environment that people want to come and visit, live and work.

Thank you,

Sandy

Sandy Thigpen  
Patient Advocate

**Personal Senior Advocates**  
Your Lifeguard In The Sea Of Health Care



7561 Center Ave.#4 Huntington Beach, CA 92647  
V: 714-845-3442  
F: 714-622-5367  
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W: [PersonalSeniorAdvocates.com](http://PersonalSeniorAdvocates.com)

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ATTACHMENT NO. 10.12

**Medel, Rosemary**

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**From:** De Coite, Kim  
**Sent:** Wednesday, April 01, 2015 10:11 AM  
**To:** Medel, Rosemary  
**Subject:** FW: BECSP

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**From:** Sandy Thigpen [<mailto:sandyt3@mac.com>]  
**Sent:** Wednesday, April 01, 2015 10:10 AM  
**To:** Planning Commission  
**Subject:** BECSP

Dear Mr. Posey,

Thank you for your response. However it seems to be same canned response that you continue to use. Repeating it will not change my mind.

With regard to the traffic problem, you keep using the reference over and over to a traffic study. I have the perfect study. It is based on what I explained in my email regrading my clients. Along with the fact that I live and work in this section of HB. Why keep making the same reference to this study when it does not reflect the actual situation?

I don't trust the changes to moderate density. This needs to be a clearly stated, a number per acre. Developers do not have to live with the ensuing havoc they wreak with these projects. They simply line their pockets and leave. Why is it other cities can be clear and specific. Our surrounding cities along with many in O.C. have very clear parameters. Why isn't H.B. afforded the same clarity with something this important and left to such uncertainty?

MAND is critical and there is no negotiating. We have got to make the necessary adjustments and revisit the BECSP. We have already caused irreparable damage to our primary commercial corridor. Your response seems to be regardless of what the citizens want, you will have it your way on this matter. This has been pointed out time and time again by concerned citizens speaking at the CC and PC meetings. I ask you to reconsider what the residents of HB are requesting. A thorough review that reflects the actual situation. What we have is aftermath from the destruction these current projects have left in their wake. I have to live with this everyday! Going forward there needs to be change. I ask that you please reconsider your position on this matter.

Sincerely,

Sandy Thigpen  
Patient Liaison

**Personal Senior Advocates**  
**7561 Center Ave #4**  
**Huntington Beach, CA 92647**

[Sandy@PSAdvocates.com](mailto:Sandy@PSAdvocates.com)

www.PersonalSeniorAdvocates.com

714-814-4727

Everyday is about keeping our Seniors safe

ATTACHMENT NO. 10-14

**Medel, Rosemary**

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**From:** Hess, Scott  
**Sent:** Wednesday, April 01, 2015 8:44 AM  
**To:** BUILDING & SAFETY; PLANNING  
**Subject:** Fw: Beach - Edinger High Density

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Anthony Palumbo <apalumbo3@verizon.net>  
**Sent:** Monday, March 30, 2015 12:32 PM  
**To:** Planning Commission  
**Cc:** CITY COUNCIL  
**Subject:** Beach - Edinger High Density

Dear Sirs/Madams:

I am writing to show my support for the lower density in the Beach-Edinger specific corridor adjustment approved by the city council. The council reflected the concerns of the citizens that elected them. The lower density will match the development to the existing infrastructure and maintain the quality of life that was a major reasons many of the citizens moved to this city. Traffic in the area of Edinger and Beach is very congested and cannot support the massive increase that was proposed. Already there are parking issues in this area before all development has been accomplished. I avoid going to this part of town because of the traffic and congestion on weekdays and is even worse on the weekends.

The city should be managing its growth for the benefit of the future of the city and its citizens not to enrich real estate developers who will not be here in the city to cope with the congestion their projects cause. I moved to Huntington Beach many years ago because of the quality of life in this city and do not want to become another congested city such as Los Angeles.

Please vote to approve the adjustment to the Beach-Edinger Specific Plan to lower the amount of residential units to 2100, apply coastal zone parking requirements for all residential projects, Increase front yard setbacks to 30 feet minimum (allow CUP to deviate) and require 10-foot upper story setbacks above the third story and require all residential projects to have retail/commercial uses at street level (allow CUP to deviate);

Respectfully;

Anthony Palumbo  
6602 Kilda Circle  
Huntington Beach, CA 92647  
(714) 274-5018

## Medel, Rosemary

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**From:** De Coite, Kim  
**Sent:** Wednesday, April 01, 2015 7:54 AM  
**To:** Medel, Rosemary  
**Subject:** FW: High density housing

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**From:** Linda Polkinghorne [<mailto:lapolkinghorn@gmail.com>]  
**Sent:** Wednesday, April 01, 2015 7:20 AM  
**To:** Planning Commission  
**Subject:** High density housing

You call yourself a planning commission....what are your plans...to wreck all of Huntington Beach with your tall ugly buildings. You have made traffic a nightmare on Bch. Blvd. And Edinger Ave. This used to be a nice beach city....you didn't even plan correctly for parking places for your soon to be getto housing. Now when you go to Bella Terra shopping center there are kids skateboarding in the parking lots and people walking their dogs because of your bad planning....you didn't think about a nice common area for these people. I know people who live in these eye sore buildings and they say that there is dog pee and poop in the hall ways. You also apparently didn't think any landscape was needed around the outside of the buildings....look at Irvine...you can hardly see the big apartment complexes because they put in beautiful landscapes. The people in HB don't want this type of buildings. I just wonder who's benefitting from this. Are there more schools planned or are you just going to over crowd the schools we already have? Thanks for wrecking a once nice city!!!!

## Medel, Rosemary

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**From:** De Coite, Kim  
**Sent:** Wednesday, April 01, 2015 7:54 AM  
**To:** Medel, Rosemary  
**Subject:** FW: More apartments?

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**From:** Paula Baird [mailto:[pcbaird@verizon.net](mailto:pcbaird@verizon.net)]  
**Sent:** Tuesday, March 31, 2015 10:30 PM  
**To:** Planning Commission  
**Subject:** More apartments?

I just wanted to voice my dismay in the horrendous amount of apartments being built in Huntington Beach. The increase in traffic has become quite noticeable, and the apartments are appallingly ugly. What breaks my heart is my kids, along with many other kids I know in their late 20's, early 30's, are purchasing homes but not in Huntington Beach. *If* they are staying in California, they are moving to South County. Why? According to my daughter (who just purchased a home in Mission Viejo), if she has to pay a lot of money for a home, she may as well live where she is surrounded by streets and thoroughfares that are well planned, where there are nice looking buildings, and lots of trees and landscaping all over town. There are definitely building codes, and it shows. She also mentioned downtown as a place "we won't frequent anymore due to the rowdy atmosphere".

I know I m not alone being sad and frustrated that our kids are moving away. But in all honesty, I don't blame them.

Paula Baird  
Huntington Beach



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

**Medel, Rosemary**

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**From:** Hess, Scott  
**Sent:** Wednesday, March 25, 2015 1:20 PM  
**To:** Medel, Rosemary  
**Cc:** Villasenor, Jennifer  
**Subject:** FW: Planing Commission Study Meeting dated March 24

Another attachment.....

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**From:** Rob Pool [mailto:rob@laserimageplus.com]  
**Sent:** Wednesday, March 25, 2015 12:47 PM  
**To:** Planning Commission  
**Cc:** CITY COUNCIL  
**Subject:** Planing Commission Study Meeting dated March 24

March 25, 2015

Chair Dan Kalmick  
Vice-Chair Edward Pinchiff  
Commissioner Bill Crowe  
Commissioner Lyn Semeta  
Commissioner Connie Mandic  
Commissioner Mike Hoskinson  
Commissioner Patrick Brenden

First, let me say that I appreciate each of your commitments and service to our city. It is unpaid volunteers such as all of you that help make our city the wonderful place it is. You do not receive enough praise. And that is unfortunate.

That said, I was extremely concerned with what I heard at the study session last night. I am getting the impression that several among you may be considering a possible end run around the BECSP changes recently approved by our city council. Specifically, that increasing the MAND in exchange for a decrease in the current density level should be considered.

It has always been my understanding that the Planning Commission exists to review projects, consult with various City departments, as well as appropriate regional and state agencies. I have further understood that you make recommendations to the city council as to these specific projects. Nowhere do I see you as a voting body equal in stature to the city council. As such, it appears inappropriate to begin discussions on an item that is in direct opposition to their recent vote. They have already spoken. I do not see the need to attempt an overturn of that decision.

Perhaps, we as citizens, have not been clear enough to each of you as to the direction in which we would like our city to go. If not, please allow me to be clear. I am firmly and resolutely opposed to the recent changes as to the landscape of our city. I fully support the recent vote by the city council as to the changes in the BECSP. No changes are wanted or needed.

Again, thank you for your service. I plan to be attending Planning Commission meetings on a consistent basis and will be actively encouraging others in our city to do the same so that we all may work together on upcoming issues.

Best regards,

Rob Pool

**Medel, Rosemary**

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**From:** Hess, Scott  
**Sent:** Wednesday, April 08, 2015 10:50 AM  
**To:** Medel, Rosemary; Villasenor, Jennifer  
**Cc:** Stachelski, Bob; Domer, Ken; Hopkins, Travis  
**Subject:** FW: BECSP repair

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**From:** Ray Scrafield [mailto:octoolguy@gmail.com]  
**Sent:** Wednesday, April 08, 2015 10:45 AM  
**To:** Planning Commission; Agenda Comment  
**Subject:** BECSP repair

Attention all members of both council/commission: Please, please do something positive to repair the damage that has already been done to our fair city. And also please do something to stop all the over-building. My wife Barbara and I do so much appreciate the temporary moratorium that is in place right now but it needs to be extended further into the future so that cooler heads can prevail. The last thing we need here in Huntington Beach is MORE people to clog up what was already a terrible situation as far as traffic goes. Once all the apartments are filled it will be traffic gridlock on all the main arteries. I don't know what the previous city councils were thinking but it has got to stop. Please, do the right thing and put a stop to all the nightmare-ish building.

Thank you for your service,

Ray and Barbara Scrafield  
16444 Bolsa Chica St. #108  
H.B. 92649

ATTACHMENT NO. 10.19

# Potential Residential Projects

Project	Date Submitted	Location	Residential Units/Commercial Square Footage
<b>Project with Formal Planning Application (SPR) Pending Approval</b>			
Urban Art Lofts	12/23/2014	18651-18665 Beach Blvd	172 apartment units (104 du/ac)
<b>Potential Projects – Plans Reviewed/Discussed But No Formal SPR/CUP Application Submitted</b>			
Ellis Condos (PPR)	11/13/2014	8041 Ellis Ave. (NEC of Ellis & Beach – next to Jack in the Box)	51 condo units (53 du/ac)
Beach and Edinger	N/A	16052 Beach Blvd (SEC - Beach & Edinger)	450 apartment units (approx.) (approx. 77 du/ac)
Beach Townhomes	N/A	19432 Beach Blvd (east side, north of Yorktown)	48 condo/townhome units (47 du/ac)
Beach & Warner	N/A	7822-7862 Warner & 17011-17031 Beach Blvd (SWC - Beach & Warner)	200 apartment units (approx.) / rebuild new restaurant (22 du/ac)
Existing Commercial	N/A	809 Indianapolis (Beach & Indianapolis)	109 apartment units (73 du/ac)
Vacant Lot	N/A	Williams/Beach Blvd (West side, north of Yorktown)	100 apartment units (approx.) (80 du/ac)
Progressive Real Estate	N/A	19431 Beach Blvd (NWC - Beach & Main)	20 apartment units (22 du/acre)
<b>Project with Formal Planning Applications Submitted For Consideration into the BECSP</b>			
AMCAL Delaware	11/21/2014	18922 Delaware St.	43 apartment units (43 du/ac)
			<b>Total 1,193 units</b>