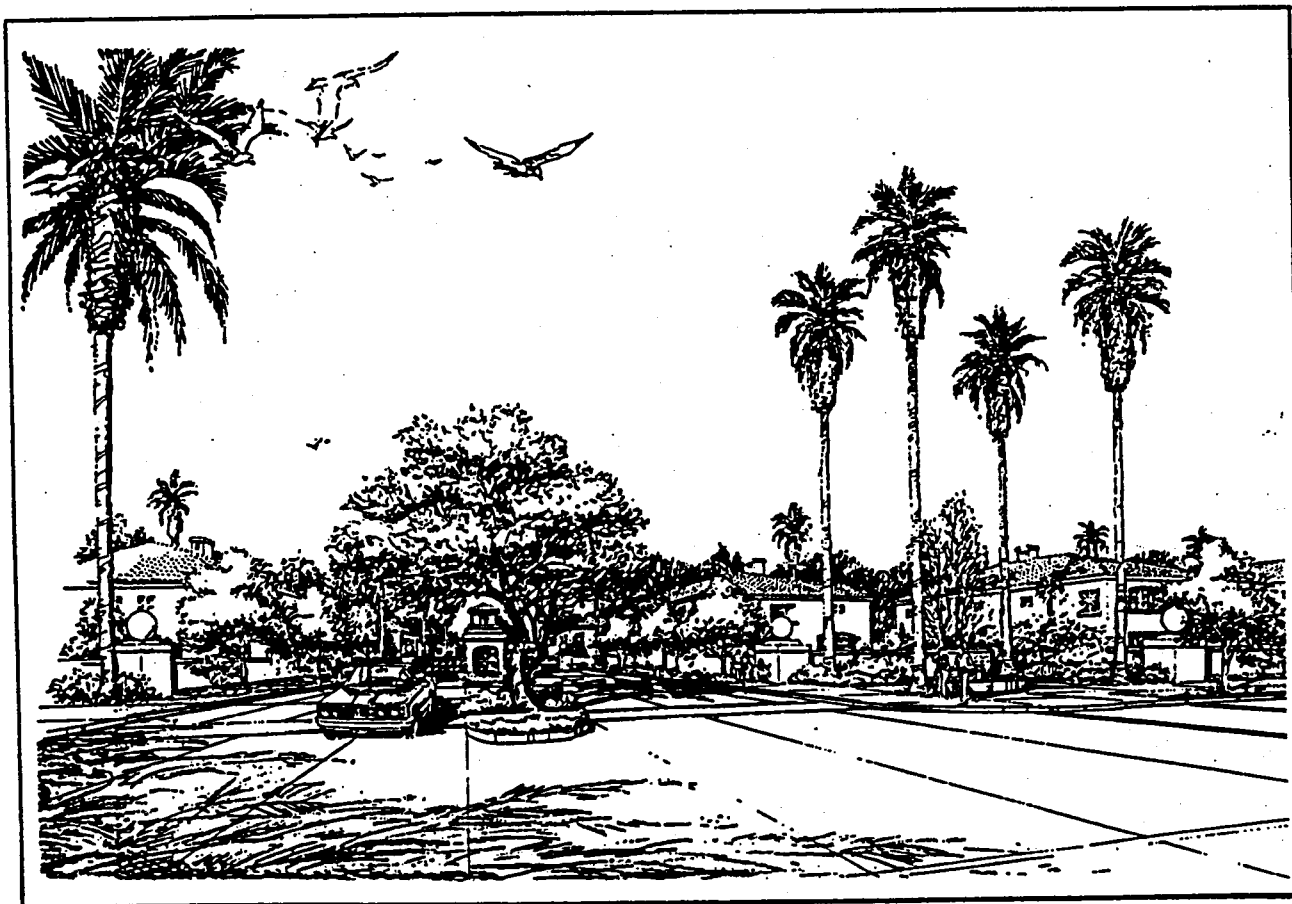


MAGNOLIA PACIFIC SPECIFIC PLAN

City of Huntington Beach, California



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City of Huntington Beach, California

ORDINANCE NO. 3177

Adopted by City Council on November 2, 1992

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INTRODUCTION

1.0 INTRODUCTION

1.1 PURPOSE AND INTENT

The Magnolia Pacific Specific Plan establishes a set of development guidelines and standards to create a planned residential community through the orderly development of the site. The Specific Plan permits the creation of a residential community with up to 502 units in a mixture of single-family detached homes and multiple family units.

1.2 PROJECT LOCATION

Magnolia Pacific consists of 39.4 gross acres in the southern portion of Huntington Beach (See Exhibit 1, Vicinity Map). The site is located at the southwest corner of Hamilton Avenue and Magnolia Street. Surrounding land uses include a community park to the north, single family residences to the east, Southern California Edison oil tanks to the south, and the Orange County flood control channel and an existing industrial park to the west. The legal description for Magnolia Pacific is described as follows:

Parcels 1, 2 and 3 of Parcel Map No. 86-442 recorded in Book 226 at Pages 19-21 inclusive of Parcel Maps, Records of Orange County, California.

1.3 AUTHORITY AND SCOPE

The preparation, adoption and implementation of the Magnolia Pacific Specific Plan by the City of Huntington Beach is authorized by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

General Plan Amendment No. 87-4 was adopted by the City Council on February 21, 1989 (Resolution No. 5984-B) and the California Coastal Commission on October 11, 1989 which established a Medium Density Residential land use designation allowing up to 15 dwelling units per gross acre. This Specific Plan is consistent with the goals and policies of the Huntington Beach General Plan.

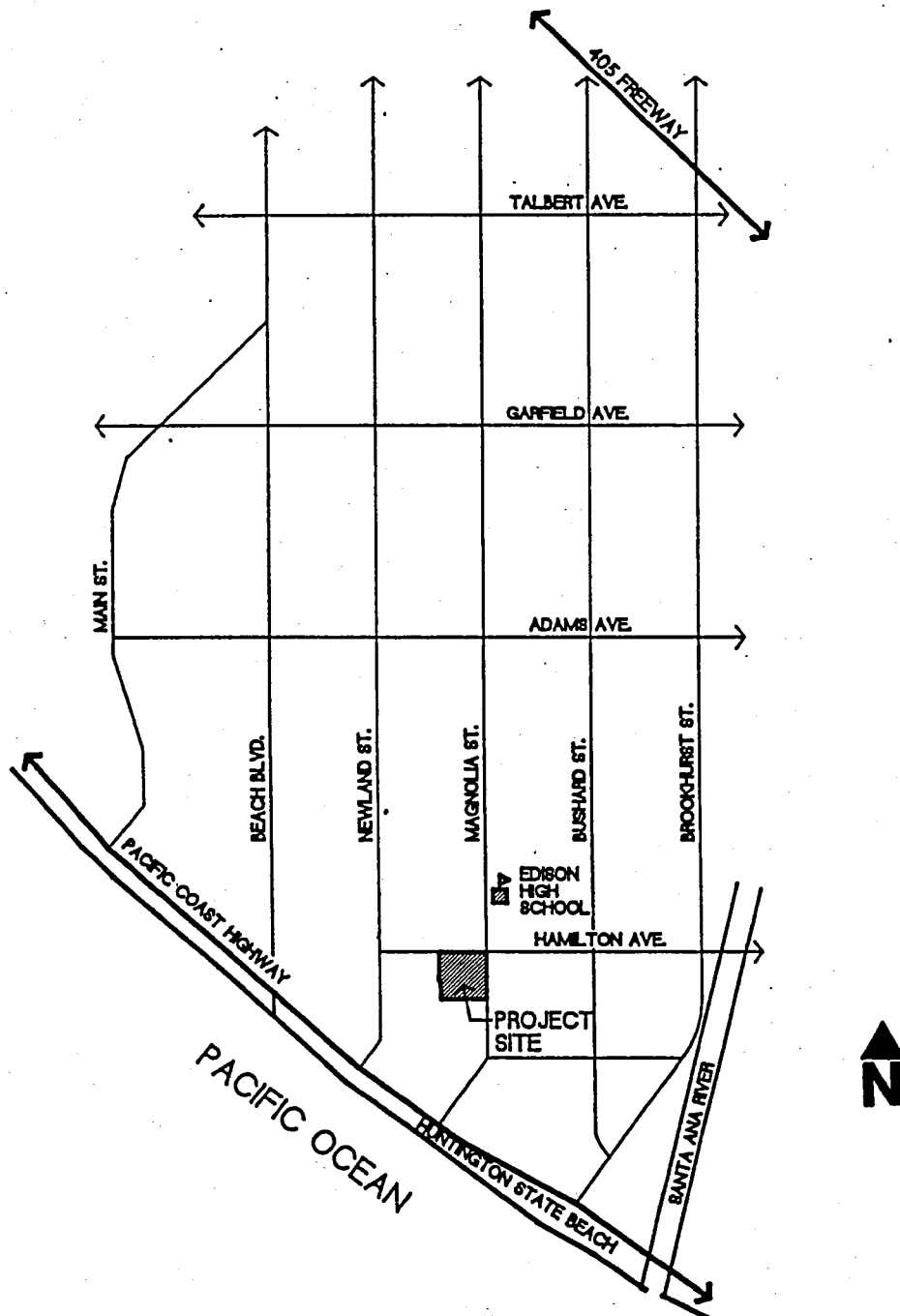
INTRODUCTION

The Magnolia Pacific Specific Plan includes the following:

- A. A Land Use plan describing the distribution of planned residential uses, permitted housing types and open space.
- B. A Circulation plan establishing the location and size of streets.
- C. Utility plans designating the location, size and type of public facilities needed to service the proposed project.
- D. A Community Design plan addressing the design and implementation of the community theme elements.
- E. An Implementation plan (zoning) which addresses the mechanics and procedures for future specific project approvals, such as development plans, conditional use permits, parcel maps and tentative tract maps.

All future land use decisions (conditional use permit, coastal development permit, tentative tract, etc.) must be found consistent with the City of Huntington Beach General Plan and this Specific Plan before they may be approved.

INTRODUCTION



SITE BACKGROUND

2.0 SITE BACKGROUND

2.1 GENERAL PLAN

The General Plan Land Use Designation on this 39.4 gross acre site is Medium Density Residential. This land use designation allows for up to 15 dwellings per gross acre or up to a maximum of 591 residential dwelling units on the property. The land uses, infrastructure improvements and public improvements described within the Magnolia Pacific Specific Plan are consistent with the Elements of the Huntington Beach General Plan.

2.2 EXISTING ZONING

The site is currently zoned LUD-O-CZ-FP2 (Limited Use District-Oil Production-Coastal Zone-Flood Plain). The LUD zoning designation is intended as transitional zoning, to allow time for resolution of planning, zoning and environmental issues. The LUD suffix was adopted after closure of the landfill in 1984. The CZ suffix assures that the site will be developed in accordance with the California Coastal Act and the Huntington Beach General Plan Coastal Element. The FP2 suffix identifies the project site as being in a flood plain and requires special consideration in the design and approval process (See Exhibit 2, Existing Conditions).

2.3 EXISTING AND ADJACENT LAND USES

The project site, formerly known as the Rotary Mud Dump or the Ascon Landfill, functioned as an oil recycling operation during the years following its start in 1935, accepting oil field debris and industrial chemical wastes. The site later operated as a landfill receiving construction debris. It ceased operations in 1984.

The site contains five (5) surface impoundments covering approximately thirty (30) percent of the site, one pit enclosed by a chain link fence and covered over with a special plastic tarp, seven (7) chemical pits and two (2) operating oil pumps.

Existing land uses surrounding the project site (See Exhibit 2, Existing Conditions), include the following:

North: Edison Community Park and Community Center, and single-family residences across Hamilton Avenue.

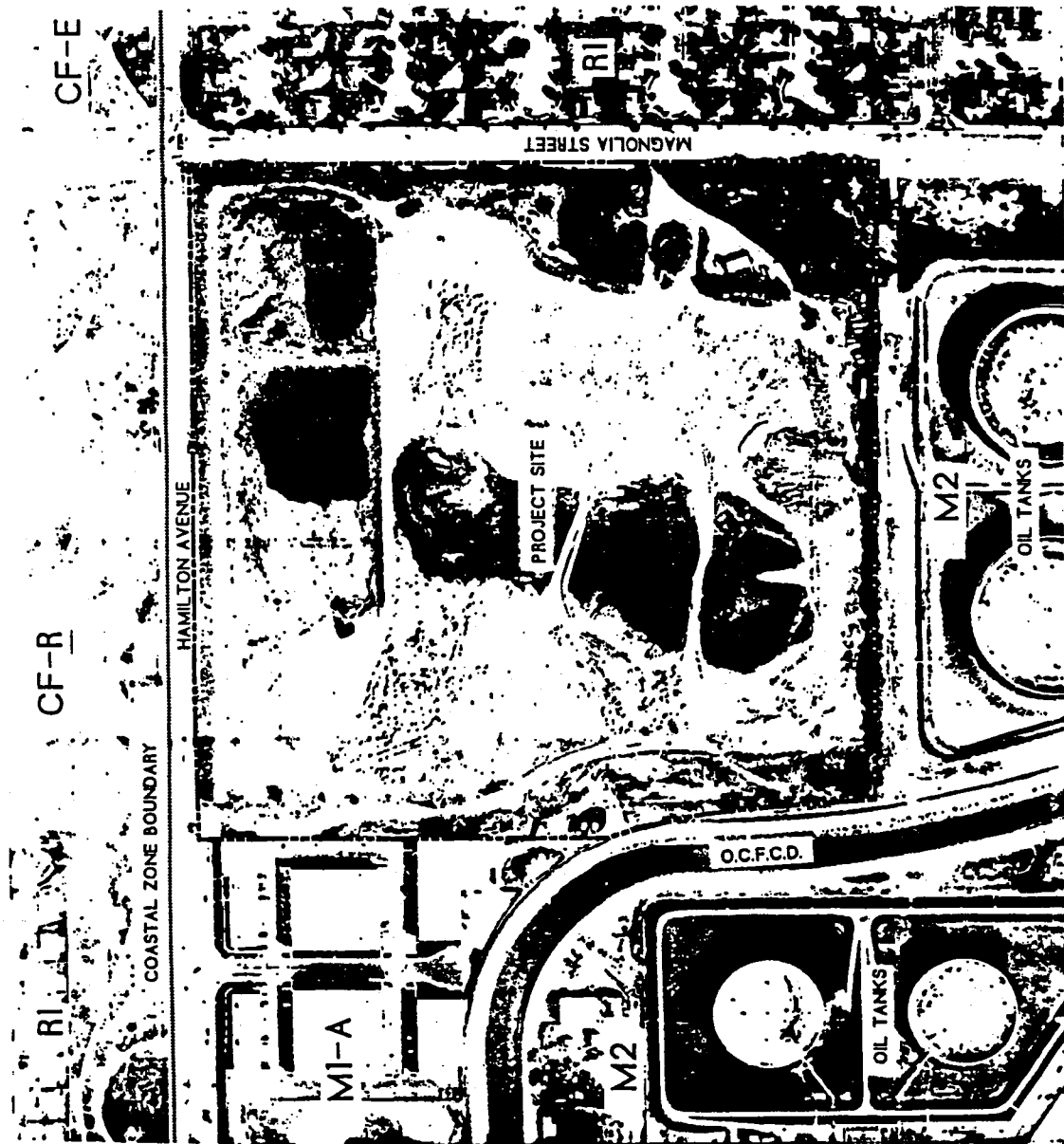
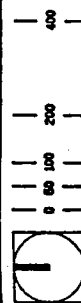


EXHIBIT 2

MAGNOLIA PACIFIC SPECIFIC PLAN SURROUNDING LAND USES

City of Huntington Beach



East: Single-family residences across Magnolia Street.

South: Southern California Edison Company electrical generating facility and oil storage tanks.

West: Light industrial park and Orange County Flood Control District channel.

2.4 EXISTING CIRCULATION

Magnolia Street borders the site to the east and serves as the primary access road to the area. Magnolia Street is designated as a Primary Arterial Highway in the General Plan Circulation Element. A Primary Arterial is designed for a 100 feet right-of-way, 84 feet curb to curb, with two traffic lanes and a bike lane in each direction. Magnolia Street is currently improved as four traffic lanes, two bike lanes and a painted median along the project boundary. North and south of the site, Magnolia Street is improved to its full 100 feet right-of-way. South of Banning Avenue, Magnolia street includes a raised landscaped median.

Hamilton Avenue borders the site to the north and also is designated as a Primary Arterial Highway. East of Magnolia Street, Hamilton Avenue is striped for two traffic lanes in each direction and a bike lane along the south side. West of Magnolia Street, bordering the site, Hamilton Avenue is striped for two westbound traffic lanes and one lane in the eastbound direction.

The intersection of Magnolia Street and Hamilton Avenue is signal controlled with bicycle and pedestrian activated buttons. Left-turn pockets are provided at both Hamilton Avenue and Magnolia Street.

2.5 DRAINAGE AND TOPOGRAPHY

The site lies within a gently sloping area. The topography is entirely man-made, as a result of the site's previous usage as a landfill and oil waste dump. A 10 to 15 foot high earthen berm has been constructed around the site perimeter. Site elevations range from 2.8 feet above sea level at the southeast corner to 25.5 feet above sea level at the center of the site.

The existing on-site surface drainage is self-contained within the site due to the surrounding earthen berm. No drainage facilities currently collect or control the on-site drainage which is estimated at approximately 12 cubic feet per second.

2.6 GEOLOGY AND SOILS

The site lies within an area of known seismic risk. Huntington Beach is located at the southerly on-shore end of the Newport-Inglewood Structural Zone. Previous geotechnical studies have determined that the South Branch Fault is southwest of the site and the Off-Shore Fault transverses the site. The Newport-Inglewood Zone has not been classified as an Alquist-Priolo Special Study Zone.

The site is located in an area of older alluvium. General characteristics include unconsolidated to partially consolidated fine and coarse-grained sediments. These sediments are generally very permeable and have been used as a sand and gravel resource in the past. Also, the project site is in an area of both peat and organic soil deposits and expansive clays.

The on-site soils have been contaminated with a variety of hazardous and non-hazardous materials during its operation as a oil recycling facility and landfill. These soils will be cleaned pursuant to the State of California Department of Toxic Substances Control standards prior to any construction, and monitored afterwards, as required by the Department of Toxic Substances Control, to assure health conditions.

DEVELOPMENT CONCEPT

3.0 DEVELOPMENT CONCEPT

3.1 DEVELOPMENT PLAN

The overall development concept for the Magnolia Pacific Specific Plan provides a planned residential community in the City of Huntington Beach. The Development Plan establishes the general type, location and character of the development within the site's boundaries, while allowing for creative design concepts within the overall framework of the plan.

The objective of the Development Plan is to implement the goals and policies of the Huntington Beach General Plan by defining the physical development of the Magnolia Pacific site. Included in this approach is the establishment of land use, circulation, infrastructure, landscape and design characteristics for the site. The Development Plan consists of five (5) major components which will guide the Specific Plan. These five components are:

- o Development Objectives
- o Land Use Plan
- o Circulation Plan
- o Open Space/Recreation
- o Public Facilities

The following sections of this chapter provide the descriptions and explanations of each of the major components.

3.2 DEVELOPMENT OBJECTIVES

The Magnolia Pacific Specific Plan residential community is designed to allow for development in a manner that is compatible with the surrounding neighborhood and City of Huntington Beach. The following are development objectives of the Specific Plan:

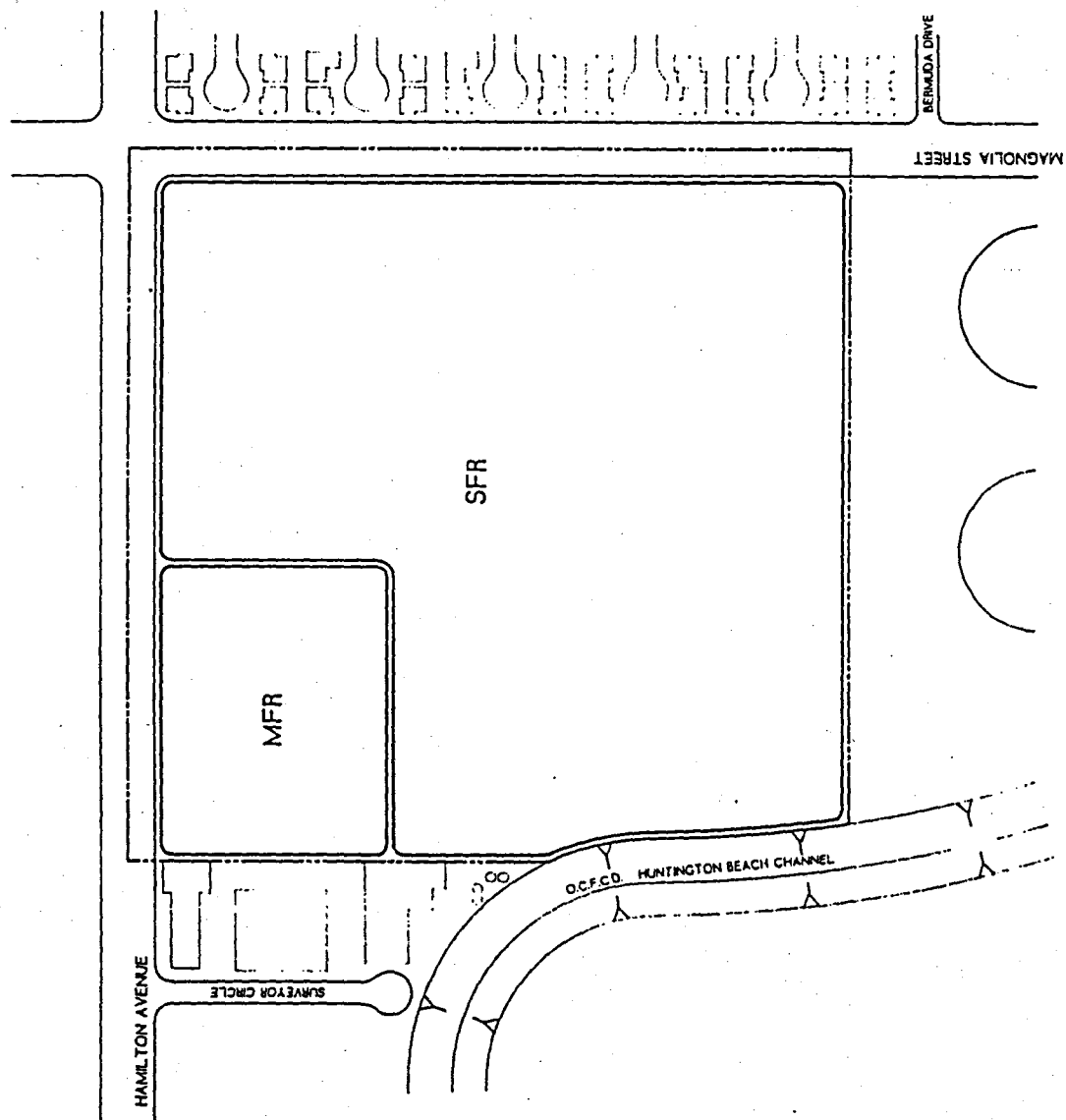
- o To create a project which is consistent with the goals and policies of the Huntington Beach General Plan.
- o To create a residential community which projects a strong neighborhood image and sense of place by incorporating a distinctive design theme and recreational amenities.

- o To provide housing opportunities to a wide economic segment of the local population by creating affordable housing at price ranges affordable to moderate income households in accord with the Housing Element.
- o To provide safe traffic flow by the completion of Magnolia Street and Hamilton Avenue as Primary Arterial Streets.

3.3 LAND USE

The Magnolia Pacific Specific Plan proposes a residential planned community providing two housing types consistent with the overall objectives of the Huntington Beach General Plan. The primary residential product type is single-family detached homes, with multi-family residential uses located at the northwest corner of the site. The development of the site is to provide a transition from the industrial area to the west and to the existing single family residential neighborhood to the east.

The Land Use Plan, Exhibit 3, has an overall density of 12.75 dwelling units per gross acre and a maximum unit allocation of 502 dwellings. The Land Use Plan designates two residential districts, Single-Family Residential (SFR) and Multi-Family Residential (MFR). Each residential district has been assigned maximum density which may not be exceeded, although lower densities may be permitted in either area. The boundaries and acreage of each land use district illustrated on the Land Use Plan are approximate and will be precisely determined in the implementation stage of the Specific Plan.



SUMMARY

SFR	SINGLE FAMILY RESIDENTIAL	ACRES	DWELLING UNITS
MFR	MULTI FAMILY RESIDENTIAL		
	TOTAL	39.4 AC	502 DU

EXHIBIT 3

MAGNOLIA PACIFIC SPECIFIC PLAN LAND USE PLAN

City of Huntington Beach

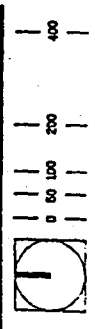


TABLE 1
DEVELOPMENT SUMMARY
MAGNOLIA PACIFIC

OVERALL PROJECT	GROSS ACRES (APPROX)	MAXIMUM DENSITY	MAXIMUM UNITS
	39.4ac	12.75du/gac	502 du
LAND USE CATEGORY	GROSS ACRES (APPROX)	MAXIMUM DENSITY	MAXIMUM UNITS
SFR	33.5 ac	8.8 du/gac	296 du
MFR	5.9 ac	35 du/gac	206 du

NOTES:

- a) The total number of dwelling units in the Specific Plan may not exceed 502 Units.
- b) The MFR district may be developed as single-family detached residential, pursuant to Development Standard requirements for SFR district.

A. Single-Family Residential (SFR)

Approximately 33.5 gross acres (85% of the project area) is designated for Single-Family Residential development. The Single-Family Residential category is intended for small lot detached single-family homes oriented in a traditional neighborhood setting. The maximum density for the Single-Family Residential area is 8.8 dwelling units per gross acre.

The Single-Family Residential category is the primary land use area within Magnolia Pacific and is intended to provide a residential use and product compatible with the existing single-family residences east of Magnolia Street.

B. Multi-Family Residential (MFR)

The Multi-Family Residential category is intended for multi-family residential dwelling units. The density for the Multi-Family Residential area allows for up to 35 dwelling units per gross acre. A total of 5.9 gross acres has been designated for the Multi-Family Residential classification. Residential product types may be either a stacked design, townhome design or condominiums.

The Multi-Family Residential category is located in the northwest corner of the project site fronting on Hamilton Avenue, across from Edison Community Park. The use will provide a transition between the proposed Single-Family Residential area and the existing industrial area to the west.

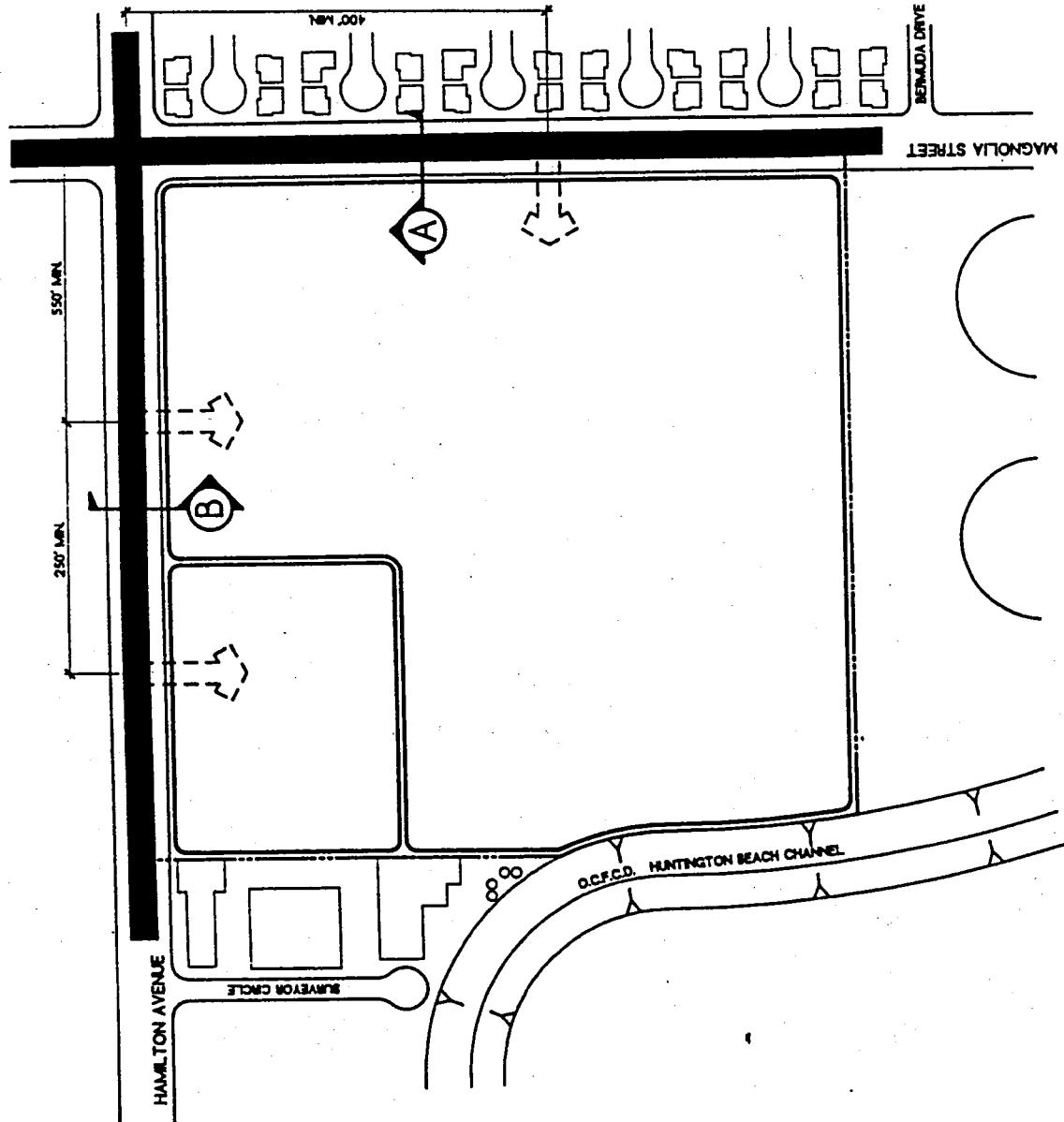
3.4 CIRCULATION

The Circulation Plan, Exhibit 4, illustrates the location and design cross-section for the arterial highways within the area of the Specific Plan. The Circulation Plan is consistent with the Huntington Beach General Plan Circulation Element through the proposed completion of Magnolia Street and Hamilton Avenue. Magnolia Street and Hamilton Avenue will provide public access to the project site. A new transit stop will be provided on southbound Magnolia Street, approximately opposite Niguel Circle, and the existing stop at Hamilton Avenue will be relocated adjacent to the project. Bus turnouts, consistent with OCTD design requirements, may also be provided if determined necessary by the City prior to submission of Tentative Tract Maps.

Access to Magnolia Pacific will be provided via primary vehicular points on Hamilton Avenue. Each residential land use area will have a direct access point from Hamilton Avenue. A secondary access point to the Multi-Family Residential area will be located along Hamilton Avenue, as necessary, and a secondary access to the Single-Family Residential area will be provided along Magnolia Street. The entries into Magnolia Pacific will be privately controlled by guard or key gates. All interior streets within the Specific Plan area will be privately owned and maintained streets, and will be constructed to the private street cross-sections shown on Exhibit 4.

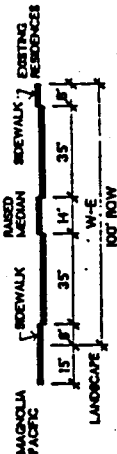
3.5 OPEN SPACE/RECREATION

Open space and recreational areas for Magnolia Pacific will be provided by a combination open space and private recreation facilities to be provided by the development of the project.

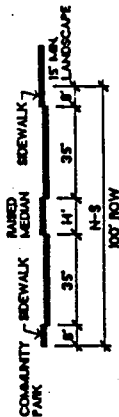


STREET SECTIONS

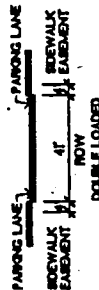
A MAGNOLIA STREET (PUBLIC)



B HAMILTON AVENUE (PUBLIC)



INTERNAL COLLECTOR STREET (PRIVATE)



INTERNAL LOCAL STREET (PRIVATE)

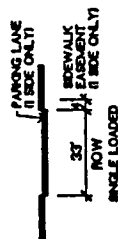
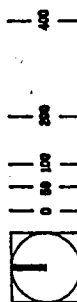


EXHIBIT 4

MAGNOLIA PACIFIC SPECIFIC PLAN CIRCULATION PLAN

City of Huntington Beach



A. Private Parks/Recreation Facilities

Each residential land use district will provide adequate useable open space through the provision of open space on individual lots and by private parks or recreation facilities. These private parks/facilities will serve the residents of the district in which they are located and will be privately owned and maintained by the community or homeowner association. Recreational amenities may include tot lots, swimming pools/spas and community clubhouses.

B. Bicycle Trails and Pedestrian Walkways

Magnolia Pacific will be integrated into the City's system of bicycle trails and pedestrian walkways. The on-street Class II bicycle lanes (4-foot painted lane) along Magnolia Street and Hamilton Avenue will be completed as part of the construction of both the arterial highways.

Public pedestrian sidewalks will be provided along the Magnolia Street and Hamilton Avenue rights-of-way by an 8-foot wide sidewalk. Pedestrian easements and paved walkways (4-foot wide) will be provided along both sides of the internal collector streets within Magnolia Pacific, connecting the major recreation facilities to the exterior sidewalks. Additionally, interior streets will have pedestrian easements/walkways on one side if single-loaded and on both sides if double-loaded (See Circulation Plan, Exhibit 4).

3.6 GRADING GUIDELINES

The overall grading objective for Magnolia Pacific is to create a safe residential site by providing flood protection for adjacent and future residents of the community. To accomplish this objective the project site will be brought out of the existing flood plain, either by upstream flood control improvements or by raising the proposed dwellings above the projected floodplain. The finished grade within fifty (50) feet of the perimeter landscaping for Magnolia Street and Hamilton Avenue shall be a maximum of two (2) feet above the flood plain.

The on-site grading will balance the cut and fill within the site. Due to the soil clean-up activities to be conducted under the requirements and direction of the state Department of Toxic Substances Control, the precise amount of earthwork and grading cannot be determined at this time. Some import of clean dirt may be necessary to achieve the proper elevations. A detailed grading plan will be prepared and submitted prior to project construction.

All grading within Magnolia Pacific will require a grading permit approved by the City of Huntington Beach. Grading shall be governed by City ordinances, building codes, and the soils, foundations and other geotechnical reports to be prepared by registered civil and soils engineers.

Prior to the issuance of grading permits, a detailed geotechnical report must be prepared and submitted for review and approval, with the site grading and construction plans. The geotechnical report shall address the subsurface geological characteristics of the site, including identification of known faults and buried trace faults, recommended measures for soil compaction and building foundations, and recommendations for setbacks or limitations between buildings and fault zones. Also, prior to the issuance of grading permits, an erosion control plan must be prepared for review and approval.

3.7 PUBLIC FACILITIES

The Public Facilities necessary to service Magnolia Pacific are illustrated on Exhibits 5 - 7. These exhibits show the overall location and size of the proposed utility systems. The detailed plans and precise phasing will be prepared as part of the implementation stage of the Specific Plan.

A. Storm Drainage

The storm drainage system for Magnolia Pacific is proposed to connect into the existing City-maintained storm drainage facilities, as shown on Exhibit 5, Drainage System. The interior streets within Magnolia Pacific will carry storm runoff east into catch basins located in Magnolia Street and Hamilton Avenue. From these catch basins the runoff will flow through storm drains proposed along Magnolia Street and Hamilton Avenue connecting to the existing 60-inch storm drain in Hamilton Avenue. This drain connects to the City-owned Newland Pump Station to the west. Ultimately the water runoff will be carried into the Huntington Beach Channel, a facility owned and operated by the Orange County Flood Control District.

Upgrades to the existing Newland Pump Station will be necessary to adequately protect the Magnolia Pacific area. A hydrology and hydraulics report will be prepared identifying the precise deficiencies and required upgrades, and submitted to the City of Huntington Beach. The hydrology report shall address the adequacy of the downstream Huntington Beach Channel and identify mitigation measures. If upgrades of existing facilities are required beyond the fair-share of Magnolia Pacific to serve other projects or to mitigate problems not created by Magnolia Pacific, a reimbursement agreement shall be entered into with the City.

B. Sewer Facilities

Magnolia Pacific proposes separate sewer connections for the Single-Family Residential and Multi-Family Residential land use areas, as shown by the Sewer System plan, Exhibit 6. The Single-Family Residential sewer lines will gravity feed into the existing sewer system in place in Magnolia Street and the Multi-Family Residential lines will feed into Hamilton Avenue.

The Single-Family Residential area will connect by means of a 10-inch into the 72-inch Miller Holder trunk line located in Magnolia Street. From there the sewage will flow south to the County Sanitation District Joint Works Facilities, Treatment Plant No. 2.

The Multi-Family Residential area will connect by means of an 8-inch line into the existing 12-inch sewer line located in Hamilton Avenue.

All sewer connections into the County Sanitation District's system shall be subject to the approval of the County.

C. Water System

The Magnolia Pacific Water System, Exhibit 7, will tie into the existing City-owned water system in Magnolia Street and in Hamilton Avenue. An internal on-site water system will be looped throughout the project site, including connects between the Single-Family Residential and the Multi-Family Residential areas, to provide adequate pressure and capacity.

The internal water system will consist primarily of 8-inch lines connecting to a new 12-inch line on-site near Magnolia Pacific. This line will tie into the existing 12-inch line in Magnolia Street. Installation of service and distribution lines for the Green Acres reclaimed water system concurrent with domestic water lines shall be provided.

D. Utilities

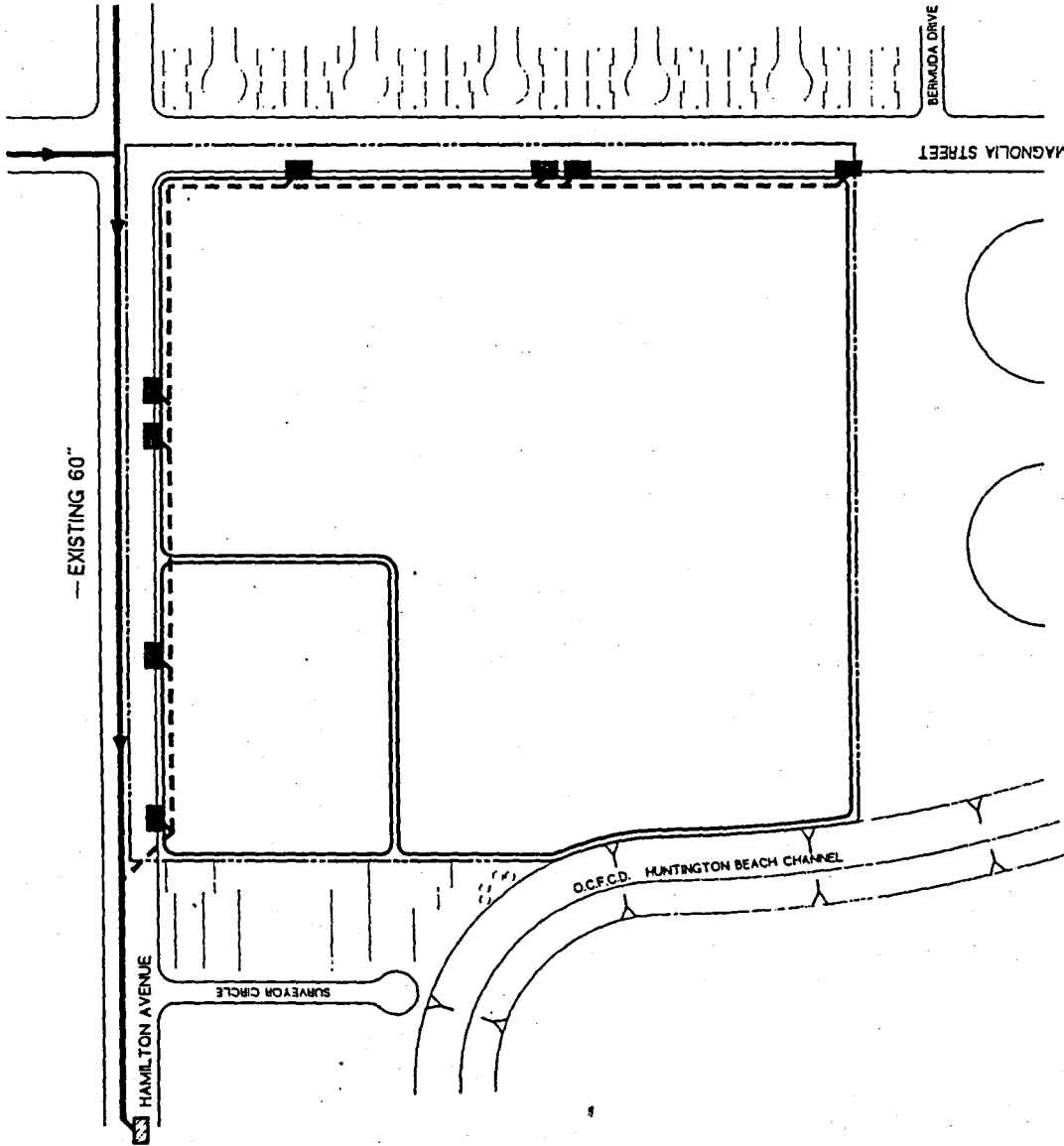
The following public utility service companies currently serve the project area. Additional facilities may be required as Magnolia Pacific is developed. All utilities serving Magnolia Pacific shall be placed underground.

Electricity. Southern California Edison Company provides electrical service to the project area. Existing transmission and distribution facilities are adequate to service the current and future needs of the project. Service to Magnolia Pacific will be provided by connections to the overhead facilities located along Magnolia Street and Hamilton Avenue.

Natural Gas. The Southern California Gas Company serves the project area through an existing four-inch gas main located at the center of the intersection of Magnolia Street and Hamilton Avenue.

Telephone. General Telephone (GTE) serves the project area through existing lines located in Magnolia Street and Hamilton Avenue. Magnolia Pacific will receive telephone service by extending new lines from the existing facilities.

Cable Television. Paragon Cable provides cable television service to the project area. The installation of new service will be coordinated with the cable company.

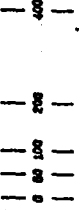


- | | |
|--|-------------|
| | EXISTING |
| | STORM DRAIN |
| | PROPOSED |
| | STORM DRAIN |
| | EXISTING |
| | CATCH BASIN |
| | PROPOSED |
| | CATCH BASIN |

EXHIBIT 5

MAGNOLIA PACIFIC SPECIFIC PLAN DRAINAGE SYSTEM

City of Huntington Beach



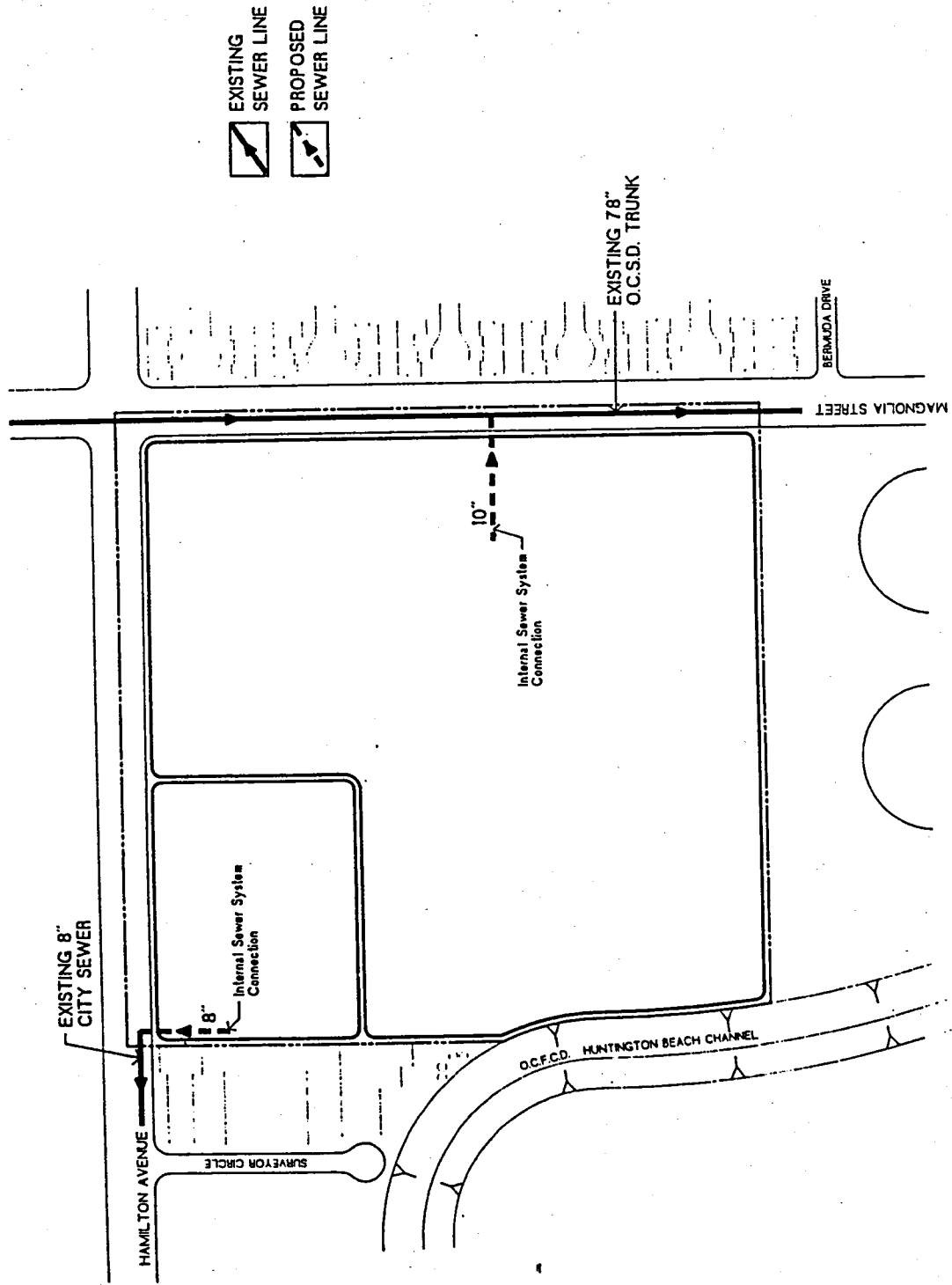
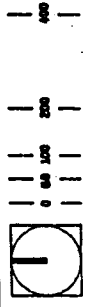


EXHIBIT 6

MAGNOLIA PACIFIC SPECIFIC PLAN SEWER SYSTEM



City of Huntington Beach

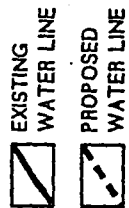
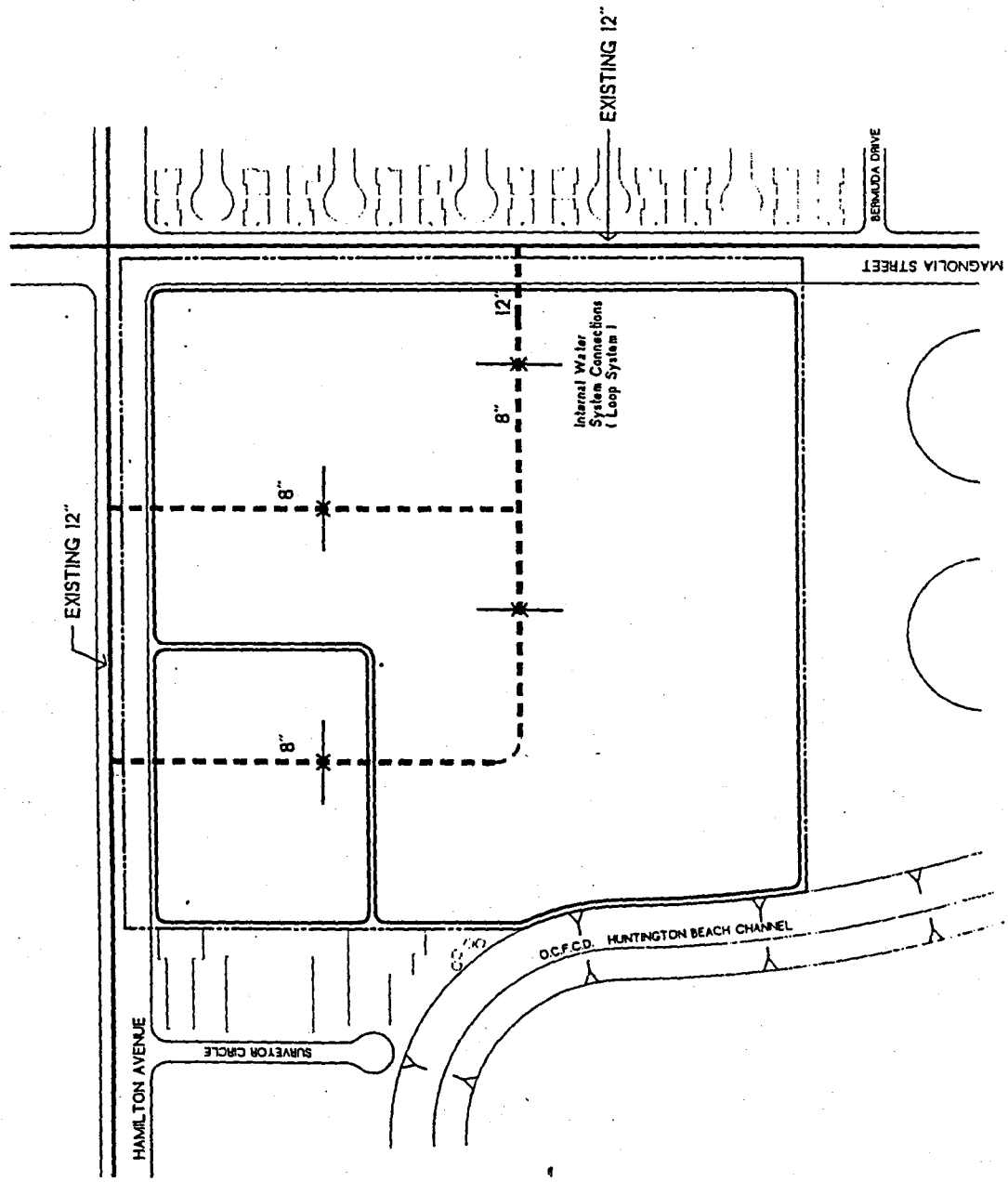
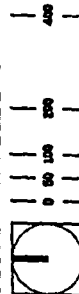


EXHIBIT 7

MAGNOLIA PACIFIC SPECIFIC PLAN WATER SYSTEM

City of Huntington Beach



4.0 COMMUNITY DESIGN GUIDELINES

4.1 DESIGN CONCEPT

The purpose of the Community Design Guidelines is to provide the architectural and landscape themes and concepts that will create the community identity for the SFR and MFR product types within Magnolia Pacific. Adherence to these design guidelines will promote an identifiable and high quality visual image for the housing products and compatibility with the surrounding properties.

The theme of Magnolia Pacific is an Italian Mediterranean coastal community. The images which these guidelines stress include strong unifying elements such as tile roofs, white or pale exterior walls, angled and varied walls and roof lines, and the provision of cool shaded areas. The Italian Mediterranean theme is typically more formal and urban-looking than the Spanish Colonial-style more commonly seen in Southern California.

4.2 ARCHITECTURAL GUIDELINES

The Italian Mediterranean design elements that will create the desired distinctive look for Magnolia Pacific include:

- o white or pale pastel exterior wall colors
- o low pitched roof, typically hipped
- o tile roof materials
- o tall, narrow windows, typically arched or curved above
- o sand finish stucco on exterior walls
- o courtyards and small yard areas
- o offset, articulated wall and roof planes

A. Roof Pitches and Materials

- Simple pitched roofs, commonly hipped with some gable, with slopes from 3:12 to 6:12
- Jogs in ridge lines
- Clay or concrete tiles on roofs

B. Exterior Materials and Colors

- Sand finished stucco, masonry, or masonry-veneer exterior walls
- Red, peach or earth-tone tile roofs
- White or soft pastel colors for exterior walls
- White, pastel or contrasting colors for window frames and trim

C. Windows and Doors

- Recessed doors, windows and wall openings to convey appearance of thick exterior walls
- Archways at windows and doors, commonly rounded

D. Garage Doors

- Staggered and perpendicular setbacks to garage doors
- Overhangs and recessed doors
- Panelized treatment of garage doors and use of moldings
- Colors to de-emphasize garage door
- Roll up garage doors

4.3 LANDSCAPING GUIDELINES

The landscape guidelines are intended to establish the design character and visual qualities of the perimeter of the project area. The overall landscape concept for Magnolia Pacific is composed of several design and implementation elements, including the public arterial streets, community entries, community walls and edges, and parkway areas, to create a cohesive community landscape image (See Exhibit 8, Landscape Concept Plan). Irrigation will utilize reclaimed water, where and whenever feasible.

A. Public Streets

To establish a consistent planting streetscape, both Magnolia Street and Hamilton Avenue shall be established with identifiable landscape materials, drawn from the Plant Palette contained in Section 4.3. The plant palette includes turf, shrubs, ground cover and trees which are compatible with the City's overall landscaping requirements and consistent with the existing adjacent streetscape.

B. Community Entries

The community entries located along Hamilton Avenue and Magnolia Street shall use a combination of entry monumentation, lighting, accent trees and plant materials, and specialized pavement, to establish an attractive appearance. Each entry shall be consistent with one another in appearance, but present a distinctive identity. Each entry shall require design approval by the Community Development Department and must be installed prior to issuance of any building permits for residential units.

C. Community Walls

The community walls along Magnolia Street and Hamilton Avenue will provide project identity, privacy and noise control. The wall treatments shall reflect the architectural character of the Specific Plan area. The project walls along the south and west boundaries of the project area will be designed to provide security and privacy while allowing for ocean and territorial views. The community wall adjacent to Magnolia Street and Hamilton Avenue shall require design approval by the Community Development Department and must be installed prior to issuance of any building permits for residential units.

D. Slope Banks

All community association maintained slopes shall be permanently landscaped with turf, drought tolerant plant material, a permanent paved material or other erosion control method acceptable to the City of Huntington Beach.

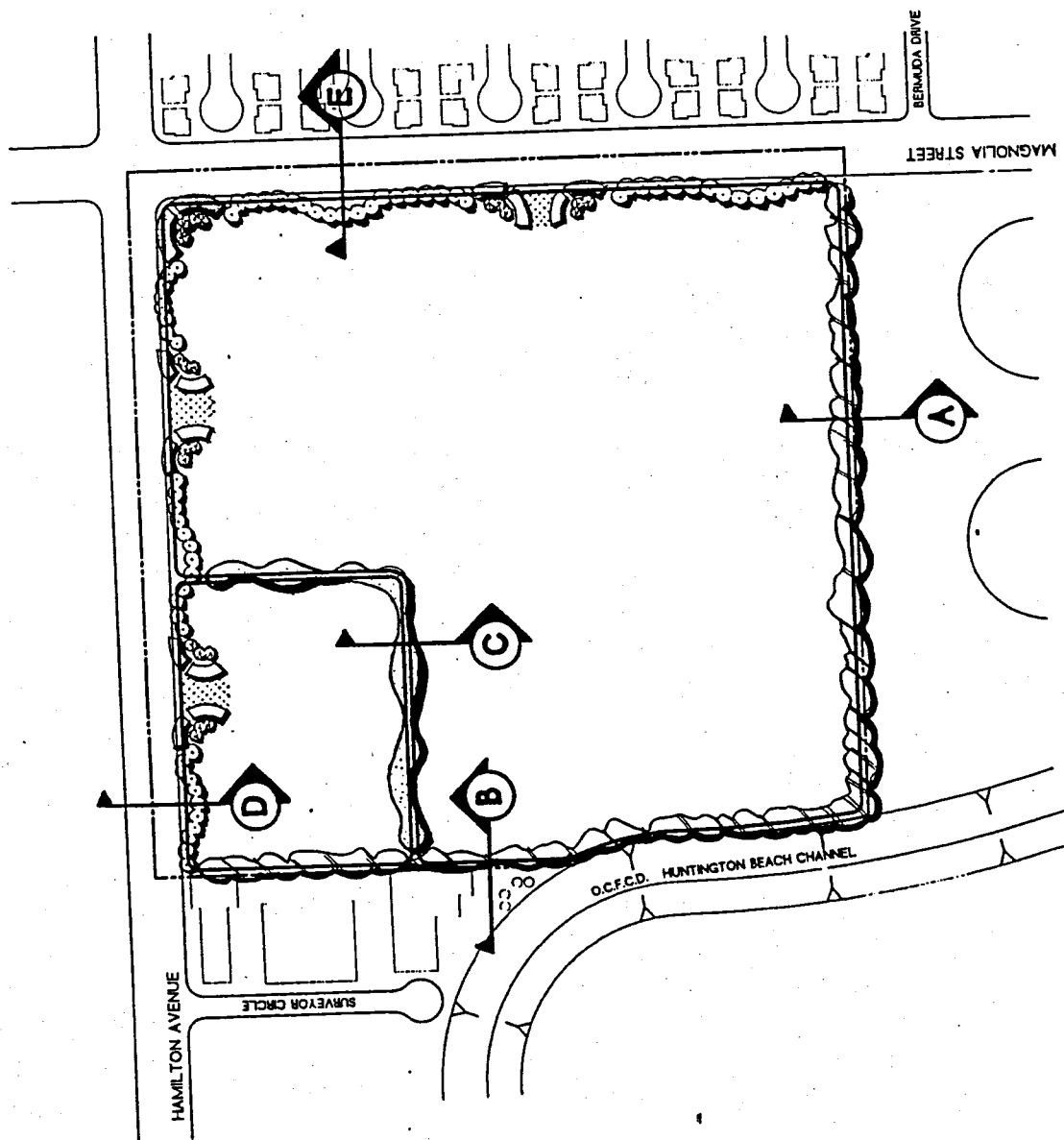
E. Landscape Buffer

A minimum fifteen (15) foot wide landscape buffer between the public street rights-of-way and the community walls shall be provided along Magnolia Street and Hamilton Avenue, except at community entries. This landscape buffer shall be maintained by the community or homeowner association.

F. Landscape Maintenance

The landscape medians located within the Magnolia Street and Hamilton Avenue rights-of-way shall be designed and constructed by the developer per City of Huntington Beach standards and approvals, and shall be maintained by the City.

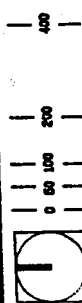
Landscaping improvements constructed outside of the public rights-of-way shall be constructed by the project developer and maintained by a landscape maintenance district, homeowners association, community association or other method acceptable to the City.



- STREETSCAPE/
ACCENT WALL
- COMMUNITY
MONUMENTATION
- NEIGHBORHOOD
MONUMENTATION
- COMMUNITY
BUFFER EDGE
- NEIGHBORHOOD
BUFFER EDGE
- ENTRY ACCENT

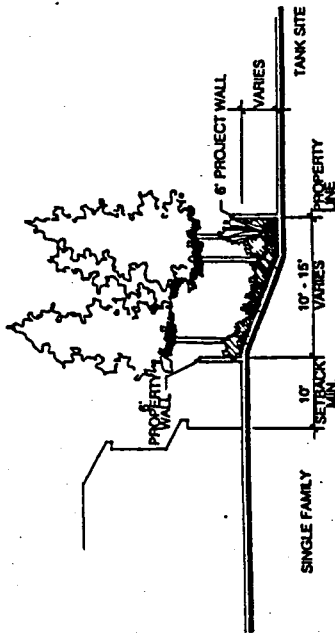
EXHIBIT 8A

LANDSCAPE CONCEPT PLAN

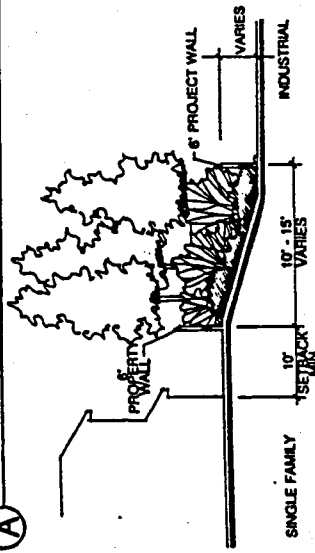


MAGNOLIA PACIFIC SPECIFIC PLAN

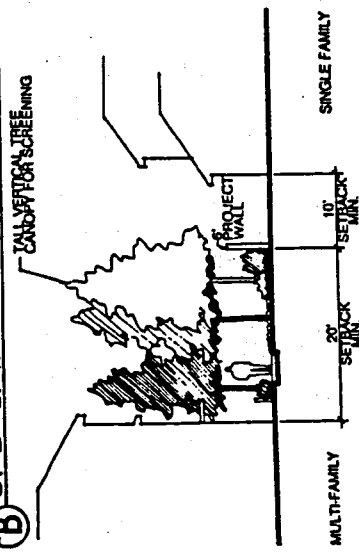
City of Huntington Beach



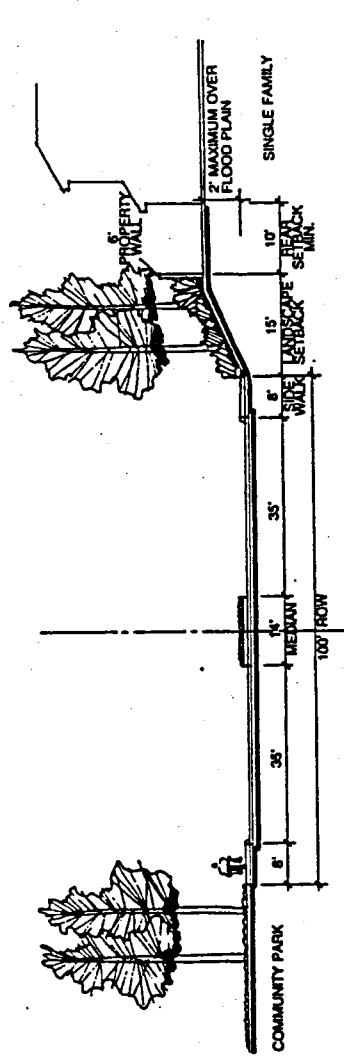
A SFD & TANK SITE INTERFACE



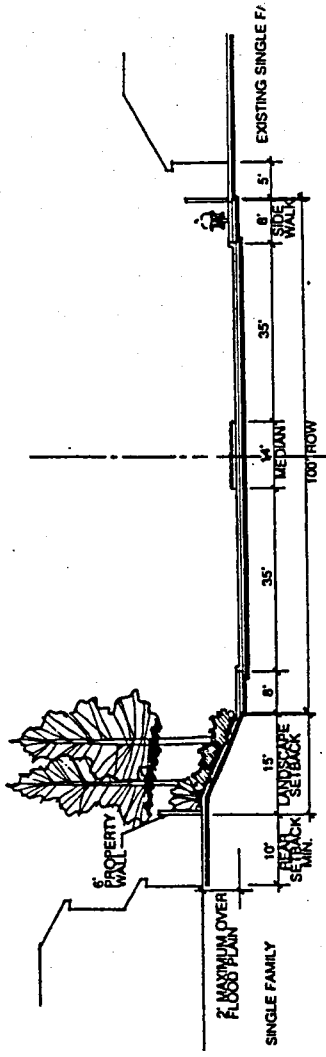
B SFD & INDUSTRIAL INTERFACE



C MULTI & SINGLE FAMILY INTERFACE



D HAMILTON AVENUE INTERFACE



E MAGNOLIA STREET INTERFACE

EXHIBIT 8B

CROSS SECTION

MAGNOLIA PACIFIC SPECIFIC PLAN

NOT TO SCALE

City of Huntington Beach

G. Exterior/Interior Buffers

Landscape buffers shall be built along the edges and/or interfaces of differing uses, including the areas between SFR and MFR product types, between Magnolia Pacific and the industrial uses to the west and south and along Magnolia Street and Hamilton Avenue. These buffers shall include landscaping, berms, masonry walls and grade differentials. Where one use might view directly into another's private space the landscaping shall be located and selected to adequately screen such views. Landscape buffers shall be located and used as shown by Exhibit 8A, Landscape Concept Plan and Exhibit 8B, Landscape Cross-Sections and shall be maintained by the homeowners or community association.

4.4 PLANT PALETTE

Plant materials shall consist of low maintenance and drought tolerant trees and ground covers as approved by the City of Huntington Beach and as included in the plant palette described below for interior and perimeter landscaping for Magnolia Pacific.

A. Trees

Botanical Name

Common Name

Callistemon viminalis

Weeping Bottlebrush

Agonis flexuosa

Peppermint Willow

Metrosideros excelsus

New Zealand Christmas Tree

Tristania conferta

Brisbane Box

Liquidambar styraciflua

American Sweet Gum

Ulmus parvifolia

Evergreen Elm

Platanus acerifolia 'Bloodgood'

London Plane Tree

Alnus rhombifolia

White Alder

Eucalyptus sideroxylon

Red Ironbark

Pinus halepensis

Aleppo Pine

Prunus blireiana

Flowering Plum

Prunus ceracifera 'Krauter vesuvius'

Flowering Plum

Podocarpus gracilior

Fern Pine

Juniperus chinensis 'Torulosa'

Hollywood Juniper

Betula pendula

White Birch

Erythrina caffra

Coral Tree

Olea europaea

Olive

B. Shrubs**Botanical Name****Common Name**

Nandina domestica	Heavenly Bamboo
Escallonia fradesii	Escallonia
Pittosporum tobira 'Variegata'	Variegated Mock Orange
Pittosporum tobira 'Wheeler's dwarf'	Dwarf Pittosporum
Raphiolepis indica	India Hawthorn
Carissa grandiflora	Natal Plum
Agapanthus africanus	Lily of the Nile
Tecomaria capensis	Cape Honeysuckle
Photinia fraseri	Photinia
Trachelospermum jasminoides	Star Jasmine
Liriope muscari	Lily Turf
Buxus microphylla japonica	Japanese Boxwood
Lantana montevidensis	Trailing Lantana
Nerium oleander	Oleander
Schefflera actinophylla	Umbrella Tree
Myoporum laetum	Myoporum

C. Vines**Botanical Name****Common Name**

Bougainvillea spectabilis

Bougainvillea

D. Ground Covers**Botanical Name****Common Name**

Lonicera japonica 'Halliana'
Gazania species
Carpobrotus edulis

Hall's Honeysuckle
Gazania
Fig Marigold

E. Turf**Botanical Name****Common Name**

Marathon Tall Fescue

DEVELOPMENT STANDARDS

5.0 DEVELOPMENT STANDARDS

5.1 PURPOSE AND INTENT

The purpose of the Development Standards section is to provide specific development regulations and standards that will be applied to the Planning Areas contained in the Land Use Plan in Section 3.0 of this Specific Plan. Upon adoption of this Specific Plan by the City of Huntington Beach, the Magnolia Pacific Specific Plan will be the zoning document for the site. If not specifically addressed in this Specific Plan, the applicable provisions of the Huntington Beach Ordinance Code and Municipal Code shall apply.

5.2 DEFINITIONS

For the purposes of this Specific Plan, words, phrases and terms shall have the meanings as defined below. If not specifically defined in this Specific Plan then the meaning shall be as ascribed in the City of Huntington Beach Ordinance Code at the time of adoption.

When not inconsistent with the context, words used in the present tense include the future tense; words used in the singular number include the plural number; and words of the masculine gender include the feminine and neuter gender. The word "shall" is always mandatory and the word "may" is permissive.

Accessory Building. A detached building on the same site as a main building, the use of which is incidental to that of the main building such as a storage shed, playhouse, etc., and which is used exclusively by the occupants of the main building.

Antenna, satellite dish. An apparatus capable of receiving communications from a transmitter or transmitter relay located in planetary orbit.

Architectural projections or appurtenances. Features on buildings which provide visual variation and/or relief but do not serve as interior or exterior living or working space.

Attached units. Separate residential or commercial units sharing one or more common walls but with no common interior space.

Basement. A story partly underground and having at least one-half its height below the average adjoining grade as measured from the floor to the finished ceiling. A basement shall be counted as a story if the vertical distance from the average adjoining grade to its finished ceiling is five (5) feet or over.

Bedroom. Any room which meets the minimum requirements of the building code for a habitable room, which is constructed in such a manner that less than 50 percent of one wall is open to an adjacent room or hallway and which can be readily used for private sleeping purposes shall be counted as a bedroom in order to determine the parking areas or other requirements. Exceptions to this definition shall be those rooms which regularly make up a standard dwelling unit such as one kitchen, living, family or recreation room and dining room, and the customary sanitary facilities.

Building. Any structure that is completely roofed and enclosed on all sides or supported by columns and which is built and maintained for the support, shelter, or enclosure of persons, animals, chattels, or property of any kind.

Building height. The vertical dimension measured from the top of the highest roofline to the top of the subfloor/slab directly underneath. In addition the following standards shall apply:

- (a) Datum (100) shall be set at the highest point of the curb along the front property line. If no curb exists, datum shall be set at the highest centerline of the street along the front property line.
- (b) The differential between top of the subfloor and datum shall be a maximum of two (2) feet as determined by Public Works. In the event that any subfloor, stemwall or footing is proposed higher than two (2) feet above datum, the height in excess shall be deducted from the maximum allowable ridgeline height.
- (c) Lots with a grade differential of three (3) feet or greater between the high point and the low point, determined before rough grading, shall be subject to Use Permit approval. Use Permit approval shall be based upon a building and grading plan which terraces the building with the grade and which is compatible with adjacent development.

Building site. The ground area occupied or to be occupied by a building together with all yards and open spaces adjacent thereto.

Building, main. A building in which the principal use of the lot is conducted. In a restricted district, any dwelling shall be deemed to be a main building.

Commission. The Huntington Beach Planning Commission.

Condominium. An estate in real property consisting of an undivided interest in common in a portion of a parcel of real property together with a separate interest in space in a residential, commercial, or industrial building on such real property, such as an apartment, office or store. A condominium may include a separate interest in other portions of such real property. The duration of the estate may be an estate of inheritance or perpetual estate, an estate for life, or an estate for years such as a leasehold or subleasehold.

Director. The Director of Community Development for the city of Huntington Beach or a duly authorized representative.

District. District shall refer to either the SFR or MFR land use districts described within this specific plan.

Dwelling. A building or portion thereof designed and occupied exclusively for residential purposes including single-unit and multiple-unit dwellings, but not including hotels or boarding houses.

Dwelling, multiple unit. A building or buildings designed with two (2) or more dwelling units.

Dwelling, single unit. A detached building designed primarily for use as a single dwelling, no portion of which is rented as a separate unit, except as permitted by this Code. Attached single family dwellings shall be considered as multi-family.

Dwelling, studio unit. A dwelling unit consisting of one (1) kitchen one (1) bathroom and one (1) combination living room and sleeping room. The gross floor area shall not exceed 500 square feet or it shall be considered as a one bedroom unit. Also known as a single, a bachelor, or an efficiency unit.

Dwelling Unit. One or more habitable rooms with only one kitchen, and designed for occupancy as a unit by one or more persons living as a household unit with common access to all living, kitchen, and bathroom areas.

Erected. The word "erected" includes built, built upon, added to, altered, constructed, reconstructed, moved upon, or any physical operations required prior to building.

Final approval. Ten (10) days after approval by the discretionary body and no appeal of that decision has been filed.

Garage, private. An accessory building or a portion of a main building used for the storage of self-propelled vehicles of not more than one-ton rated capacity and other goods owned or operated by the occupants of the main building and where there is no service or storage for compensation.

General Plan. The City of Huntington Beach General Plan (map and text).

Grade. The surface of the ground or pavement at a stated location as it exists prior to disturbance in preparation for a project by this code, includes natural grade.

Gross acreage. The area computed within all of the exterior property lines of a proposed development including the area to the center line of any abutting arterial streets.

Gross floor area. The total area of each floor within the building exterior walls.

Gross site area. The area computed within the lot lines of a parcel of land before public streets, easements, or other areas to be dedicated or reserved for public use have been deducted.

Home occupation. A business use incidental and secondary to the principal use of a residential dwelling.

Kitchen. Any room or portion thereof containing facilities designed or used for the preparation of food including a sink and stove, oven, range and/or hot plate. Kitchen shall not include a wet bar.

Landscaping. The planting and continued maintenance of suitable plant materials and which includes an adequate irrigation system.

Line of sight. A visual path emanating from an average eye level adjudged to be five (5) feet above ground level.

Local street. A low-speed, low-volume thoroughfare used primarily for access to abutting residential or other properties. A local street has on-street parking and a significant amount of pedestrian traffic.

Lot. Any numbered or lettered parcel shown on a recorded tract map, a record of survey pursuant to an approved division of land, or a parcel map. A lot includes any area of land under one ownership abutting upon at least one street, alley or recorded easement.

Lot area. See net site area.

Lot depth. The average horizontal distance between the front and rear lot lines measured in the mean direction of the side lot lines.

Lot frontage. The linear length of a lot measured along the property line adjacent to a street or easement.

Lot line. Any line bounding a lot. "Property line" means the same as "lot line".

Lot line, front. On an interior lot, the front lot line is the property line abutting the street. On a corner or reverse corner lot, the front lot line is the shorter property line abutting a street, except in those cases where the subdivision or parcel map specified another line as the front lot line. On a through lot, or a lot with three or more sides abutting a street, or a corner or a reverse corner lot with lot lines of equal length, the Director shall determine which property line shall be the front lot line for the purposes of compliance with yard and setback provisions of this division. On a private street or easement, the front lot line shall be designed as the edge of the easement.

Lot line, interior. A lot line not abutting a street.

Lot line, rear. A lot line not abutting a street which is opposite and most distant from the front lot line; in the case of an irregularly shaped lot, a line within the lot, having a length of not less than ten feet. A lot which is bounded on all sides by streets may have no rear lot lines.

Lot, reverse corner. A corner lot, the side line of which is substantially a continuation of the front lot lines of the lot to its rear, whether across an alley or not.

Lot width. Lot width shall be calculated as indicated for the following types of lots:

- (a) Rectangular lot shall be measured along a line equidistant to and twenty (20) feet from the front property line.
- (b) Cul-de-sac and knuckle lots shall be measured twenty (20) feet from the front property line along a line perpendicular to the bisector of the front property line.
- (c) Cul-de-sac lots siding on another street, channel, or similar properties shall be measured along a line perpendicular to the interior side property line and twenty (20) feet from the front line property line.

Model home. A dwelling or residential building intended to be temporarily utilized as an example of the dwellings which have been or are proposed to be built within the same subdivision. Such buildings shall be constructed upon a lot previously designated as a model home site in the approved site plan, and in a subdivision for which a final map will be recorded.

Net site area. The total horizontal area within the property lines of a parcel of land exclusive of all rights-of-way or easements which physically prohibit the surface use of that portion of the property for other than vehicular ingress and egress.

Open space. Any part of a lot or parcel unobstructed from the ground upward, excepting architectural features extending no more than thirty (30) inches from the structure and excluding any area of the site devoted to driveways and other parking areas.

Parking structure. A structure used for parking of vehicles where parking spaces, turning ratio, and drive aisles are incorporated within the structure.

Person. The word "person" includes association, company, firm, corporation, partnership, copartnership or joint venture.

Private street. A privately owned and maintained roadway used to provide vehicle access to abutting properties.

Recreation space. Open space used for recreational uses such as sundecks, balconies and patios; and walkways, tennis and shuffleboard courts, swimming and boating areas, bridle paths, playgrounds and playing fields.

Residence. A building used or intended to be used as a dwelling place for one or more families.

Retaining wall. A structure designed to protect grade cuts or retain the fill of dirt, sand or other grading material.

Ridgeline. The horizontal line formed by the junction of two sloping planes, esp. the line formed by surfaces of the roof.

Setback line, front yard. The line which defines the depth of the required front yard. Such line shall be parallel to the property line and removed therefrom by the perpendicular distance described as the front yard setback.

Setback line, side or rear yard. The line which defines the width or depth of the required side or rear yard. Such line shall be parallel to the property line and removed therefrom by the perpendicular distance described as the side or rear yard setback.

Site. Any legally created parcel of land bounded by property lines after dedication.

Site coverage. The building area of all structures on a site as measured from all exterior building surfaces, including any patio covers and any balconies and stairways with or without support posts. Architectural features such as bay windows, eaves and fireplaces that do not project more than thirty (30) inches, and decks that do not exceed more than forty-two (42) inches in height are excluded.

Site plan. A plan prepared to scale, showing accurately and with complete mentioning, all of the buildings, structures and uses and the exact manner of development proposed for a specific parcel of land.

Story. That portion of a building included between the surface of any floor and the surface of the floor next above it or the finished under surface of the roof directly above it. If the surface of the floor above is less than 60" above the adjacent grade level, it shall not be considered a story for purposes of building height.

Street. A public or an approved private thoroughfare or road easement which affords the principal means of access to abutting property, not including an alley.

Structure. Any building or portion thereof, wall, fence, etc.

Structural alteration. Any change in or alterations to the structure of a building involving the bearing wall, column, beam or ceiling joists, roof rafters, room diaphragms, foundations, tiles, retaining walls or similar components.

Ultimate right-of-way. The adopted maximum width for any street, alley or thoroughfare as established by the general plan; by a precise plan of street, alley or private street alignment; by a recorded parcel map; or by a standard plan of the Department of Public Works. Such thoroughfares shall include any adjacent public easement used as a walkway and/or utility easement.

Use. The purpose for which land or building is arranged, designed, or intended, or for which it is occupied or maintained.

Wet bar. A fixed installation within a dwelling unit providing cold and/or hot water to a single sink without a garbage disposal at a location other than a kitchen or laundry. A wet bar area shall not include a stove, range, or similar appliance usually found in a kitchen, and if such wet bar is located in a room or a portion of a room with a stove, hot plate, range, oven or other type kitchen facility, it shall be deemed a separate kitchen.

Wall or fence. Any structure or device forming a physical barrier. This definition shall include wood, concrete, concrete block, brick, stone or other masonry material.

Yard. An open, unoccupied space on a lot on which a building is situated and, except where provided in the ordinance code, is completely unobstructed, from the ground to the sky.

Yard, front. A yard extending across the full width of the lot between the side lot lines and between the front lot line and either the nearest line of the main building or the nearest line of any enclosed or covered porch. The front lot line shall be deemed to be the existing nearest right-of-way line of the abutting street, road or highway, unless a different right-of-way line for future use shall have been precisely fixed by formal action of the City Council pursuant to law or ordinance.

Yard, rear. A yard extending across the full width of the lot between the side lot lines and measured between the rear lot line and the nearest rear line of the main building or the nearest line of any enclosed or covered porch.

Yard, side A yard extending from the front yard to the rear yard between the side property line and the nearest line of the main building or any accessory building.

Zone. A district as defined in the state Conservation and Planning Act shown on the official zoning maps and to which uniform regulations apply.

Zoning maps. The official zoning maps of the city of Huntington Beach which are a part of the comprehensive zoning ordinance.

5.3 GENERAL PROVISIONS

All development activity within the Magnolia Pacific Specific Plan shall be subject to the approval of a Conditional Use Permit, a Coastal Development Permit, a Tentative Tract Map and the following general conditions and requirements, as noted.

A. Permitted Uses

- o The total number of dwelling units for the entire Specific Plan shall not exceed 502. The number of units allowed within each land use area shall conform to the density established in Table 1.
- o The continued operation, redrilling and servicing of existing oil and gas wells shall be permitted within the Specific Plan area only in accordance with the applicable regulations contained within the Huntington Beach Ordinance Code and Municipal Code.

- o No structures, excepting community walls, shall be constructed within one hundred seventy-five (175) feet of the existing Edison oil tanks.

B. Land Use Districts

The following land use districts are established:

SFR: Single Family Residential
8.8 units per gross acre maximum

MFR: Multi Family Residential
35 units per gross acre maximum

C. Flood Plain Zone

The site is located within the FP2 Flood Plain Zone and therefore shall comply with the floodplain regulations contained in the Huntington Beach Ordinance Code.

D. Coastal Zone

The site is located within the Coastal Zone and therefore shall require approval of a Coastal Development Permit in accordance with the Huntington Beach Ordinance Code.

E. Affordable Housing

All developers of residential projects shall be required to submit an affordable housing plan in conjunction with any subdivision in accordance with the City's adopted Housing Element. An affordable housing plan shall provide for on-site affordable housing within the Magnolia Pacific Specific Plan. The contents of the affordable housing plan shall include the following:

1. Ten percent (10%) of the total units shall be for households earning between 80-120% Moderate of the Orange County Median Income.
2. A detailed description of the type, size, location and phasing of the units being built.
3. The estimated applicable sales price and/or rental rate of the units.

5.4 DEVELOPMENT STANDARDS

A. Single-Family Residential (SFR)

1. Purpose

The Single Family Residential (SFR) district is intended for single family detached dwellings, either conventional or zero lot line, up to a maximum density of 8.8 units per gross acre.

2. Permitted Uses

- a) Single family detached dwelling units (including conventional, patio and zero lot line homes) and their accessory buildings.
- b) Private recreational facilities owned and maintained by a community or homeowners' association.

3. Maximum Density/Intensity

The maximum density shall not exceed one (1) dwelling unit per lot; additional units are not permitted.

4. Lot Area

The minimum average net lot area shall be thirty-one hundred (3,100) square feet; no lot may be less than twenty-eight hundred (2,800) square feet in size.

5. Lot Width

- a) Interior lots: minimum lot width shall be thirty (30) feet;
- b) Corner lots: minimum lot width shall be forty (40) feet;
- c) Cul-de-sac or knuckle lots: minimum lot width shall be 25 feet;
- d) Provided further that a minimum of 20% of the lots adjacent to Magnolia Street shall have a minimum lot width of 50 feet.

6. Building Height

The height of all structures shall not exceed two (2) stories and thirty (30) feet to the ridgeline.

7. Lot Coverage

Lot coverage shall not exceed fifty-five (55) percent.

8. Front Yard Setback

The minimum setback measured from the front property line for all structures exceeding forty-two (42) inches in height shall be as follows:

- a) Dwellings: Fifteen (15) feet
- b) Front Entry Garages: Twenty (20) feet (with roll up doors)

9. Side Yard Setback

The minimum setback measured from side property lines for all structures exceeding 42" in height shall be as follows:

- a) Interior Side:

Ten (10) percent of lot width, minimum three (3) feet not to exceed five (5) feet, for dwellings, garages and accessory buildings.

- b) Exterior Side:

Twenty (20) percent of lot width, minimum five (5) feet not to exceed ten (10) feet for dwellings, garages and accessory buildings; except that front entry garages shall have a roll-up garage door and minimum twenty (20) foot setback.

10. Rear Yard Setback

The minimum setback measured from the rear property line for all structures exceeding 42" in height shall be ten (10) feet. At the time of subdivision and master development plan, setbacks along Magnolia and Hamilton shall be varied.

11. Upper Story Setback

Each dwelling unit shall provide a front yard upper story setback. The minimum upper story setback shall average five (5) feet from the first floor facade to the second floor facade.

12. Zero Lot Line

A zero side yard setback shall be permitted in accordance with the following requirements:

- a) The lot adjacent to the zero setback side shall be held under the same ownership at the time of application and the setback for the adjacent lot shall conform to the minimum side yard setbacks described herein.
- b) The zero setback shall not directly abut a public or private street right-of-way.
- c) No portion of the dwelling or any architectural feature shall project over the property lines.
- d) The side setback opposite the zero setback shall be equal to the sum of both required side setbacks for a conventional sited lot.
- e) A five (5) foot easement shall be provided on the lot next to the zero lot line for the benefit of the zero lot line lot, for drainage and maintenance access purposes. Open and clear access to this easement shall be maintained.

13. Parking/On-Site Circulation

The number of parking spaces, on-site circulation and parking design shall comply with the Huntington Beach Ordinance Code. An additional one-half (1/2) guest parking space per dwelling unit shall be provided on street or in designated guest parking areas. On-site parking (driveway) is not credited toward this requirement.

14. Private Open Space

Open space shall be provided on the lot by the minimum setback areas and lot coverage requirements.

15. Common Open Space/Recreation Area

A common open space area of not less than ten thousand (10,000) square feet shall be provided for the project. No dimension shall be less than fifty (50) feet. Additional open space area shall be provided equivalent to the area gained and adjacent to the area where parking and/or sidewalks have been eliminated on the internal local street section (Exhibit 4). The common open space shall be centrally located within the project, be provided with internal pedestrian access by the provision of walkways a minimum ten (10) feet wide and/or be on a internal collector street. The common area shall consist of passive and children play areas. Active recreational uses and facilities shall be in addition to the minimum common open space, either combined with the common open space area or in separate areas which meet the above criteria.

16. Grading Standards

Side yards less than five (5) feet in width shall be designed and constructed to ensure adequate drainage and to avoid cross lot drainage. Improvements may include concrete paving, swales or area drains, as determined by Public Works.

17. Landscaping

One (1) 36-inch box tree shall be provided on each lot.

18. Fencing

Fencing shall comply with the standards and requirements of the Huntington Beach Ordinance Code.

19. Other

A minimum 3,000 square foot outdoor area shall be designated for recreational vehicle, boat and vehicle storage area.

B. Multi-Family Residential (MFR)

1. Purpose

The Multi Family Residential (MFR) district is intended to provide for multi-family residential and condominium developments up to a maximum density of 35 units per gross acre. Additionally, single-family detached dwellings, either conventional or zero lot line, are permitted.

2. Permitted Uses

- a) Multi-family residential developments, including condominiums, and customary accessory uses and structures.
- b) Single-family detached dwelling units (including conventional, patio and zero lot line homes) and their accessory buildings. Single-family detached dwellings shall conform with the development standards described in Section 5.4.A.
- c) Private recreational facilities owned and maintained by a community or homeowners' association.

3. Maximum Density

The maximum density shall not exceed thirty-five (35) dwelling units per gross acre.

4. Building Height

The maximum height of multi-family dwellings or structures shall not exceed four (4) stories and fifty (50) feet to the ridgeline. An additional ten (10) feet in height will be allowed for the provision and screening of elevator equipment, chimneys, solar energy equipment or architectural features.

5. Building Articulation

Building designs shall provide architectural features which articulate the building elevations, create shadows and act to reduce the perceived mass of the building. The upper stories of the building, in particular, shall be setback from the lower stories to reduce the bulk of the building in relation to adjacent uses and ground-level users. Structures having dwelling units attached side by side shall conform to the following requirements:

- a. They shall be composed of a maximum of six (6) units.
- b. They shall be designed to have a minimum one-third ($1/3$) of the total number of units within each multi-story structure designed so as to be one (1) story less in height than the remaining portion of the structure.

6. Lot Coverage

Lot coverage shall not exceed fifty (50) percent.

7. Front Yard Setback

The minimum setback measured from the front property line, or from the fifteen (15) foot landscape buffer if applicable for all structures exceeding 42" in height, shall be twenty (20) feet. An additional ten (10) foot setback shall be provided for each story in excess of three (3) stories.

Each building which fronts upon Hamilton Avenue shall have a minimum ten (10) foot upper story setback from the second story facade to the third story facade.

8. Side Yard Setback

The minimum setback measured from side property lines for all structures exceeding 42" in height shall be ten (10) feet except when adjacent to the single family residence land uses, the side yard setback shall be twenty (20) feet. An additional ten (10) foot setback shall be provided for each story in excess of three (3) stories.

9. Rear Yard Setback

The minimum setback measured from the rear property line for all structures exceeding 42" in height shall be twenty (20) feet except when adjacent to single family residence land uses, the side yard setback shall be twenty (20) feet. An additional ten (10) foot setback shall be provided for each story in excess of three (3) stories.

10. Building Separation

The minimum distance measured between buildings or building clusters shall be twenty (20) feet. This distance shall be increased by five (5) feet for each floor in excess of one (1) story.

The distance between obliquely aligned buildings may be decreased by five (5) feet at one building corner if increased by an equal or greater distance at the other corner.

11. Parking/On-Site Circulation

On-site circulation, parking design, layouts and number of parking spaces shall comply with the Huntington Beach Ordinance Code.

12. Private Open Space

A minimum private open space for each dwelling unit shall be provided. This requirement shall be provided by decks, balconies and patios. The minimum size and dimension for the private open space area shall be as follows:

	Minimum Size	Minimum Dimension
o Patio	70 square feet	7 feet
o Balcony	60 square feet	6 feet

13. Common Open Space/Recreation Area

The minimum common open space area shall be twenty-five (25) percent of the residential gross floor area. The minimum dimension shall be twenty (20) feet. The common open space shall be centrally located within the project. The common area shall include passive greenbelts and children play areas. Active recreation areas and common amenities, such as a clubhouse or pool, shall be in addition to the required common open space area.

14. Landscaping

All setback areas fronting on or visible from a street, and all recreation, leisure and open space areas shall be landscaped and permanently maintained in an attractive manner. Such landscaping shall consist primarily of ground cover, ferns, trees, shrubs, and other living plants.

On-site trees shall be provided at the rate of 1/2 tree per residential unit. A minimum of seventy-five (75) percent of the total requirement shall be thirty (30) inch box trees and the remaining twenty-five (25) percent may be provided at a ratio of one (1) inch for one (1) inch by using twenty-four (24) inch box trees. Additional trees and shrubs shall also be provided for a well-balanced landscaped treatment.

15. Fencing

Fencing shall comply with the standards and requirements of the Huntington Beach Ordinance Code.

IMPLEMENTATION

6.0 IMPLEMENTATION & ADMINISTRATION

6.1 METHODS AND PROCEDURES

The methods and procedures for the implementation and administration of the Magnolia Pacific Specific Plan shall comply with the Huntington Beach Ordinance Code.

A. Implementation

The Specific Plan shall be implemented through the processing of site plans in conjunction with conditional use permits, coastal development permits, tract maps and parcel maps, as required by the Huntington Beach Ordinance Code and this Specific Plan.

B. Hearings

All public hearings held relative to this specific plan shall be administered per the applicable provisions of the Huntington Beach Ordinance Code.

C. Appeals

Any decision, determination or requirements may be appealed in accordance with the applicable provisions of the Huntington Beach Ordinance Code.

D. Specific Plan Amendments

Applications for Specific Plan Amendments shall be made through the Code Amendment process and subject to consideration and approval by the Planning Commission and City Council at public hearings in accordance to the above provisions.

6.3 DWELLING UNIT DISTRIBUTION

The Magnolia Pacific Specific Plan shall allow dwelling units to be redistributed between the Single-Family Residential district and the Multi-Family Residential district. The maximum density shown on Table 1, Development Summary, for each land use district and the total number of dwelling units allocated to the Specific Plan shall not be exceeded.

6.4 ACREAGE/BOUNDARY CHANGES

Acreage figures shown on the Development Summary table (Table 1) are indicated to the nearest fractional acre based upon planimeter readings. Due to more detailed engineering and technical studies to be conducted in the implementation phase, modifications may be allowed. Such modifications shall not require an amendment to this Specific Plan document, however, in no case shall the maximum density of either land use district or the total number of units allocated to the project be exceeded.

7.0 APPENDIX

7.1 MITIGATION MEASURES: NEGATIVE DECLARATION NO. 91-43

Earth

1. Prior to issuance of grading permits, a detailed geotechnical report will be prepared and submitted, with site grading and construction plans, which addresses the following:
 - a) Identification of those portions of the site which are within 50 feet of a known fault or buried trace of a fault. If larger setbacks are deemed appropriate by the project geologist, such recommendations shall be observed.
 - b) Detailed description of subsurface geological characteristics.
 - c) Recommended measures for soil compaction and foundation design to withstand damage due to ground shaking and liquefaction.
 - d) Recommended limitations in the placement of structures within or adjacent to fault zones.
2. Prior to issuance of grading permits, the applicant will submit an erosion control plan which specifies erosion control devices which will be utilized, during grading to mitigate the effects of increased runoff at points of discharge. Devices may include temporary berms, culverts, sandbagging or desilting basins.

Air

1. Because it only takes a small amount of material to generate odors, it is important to maintain a very clean operation. Therefore, any oil spilled on the ground will be quickly cleaned up. Well sumps will be pumped out after pulling a well, and periodically in the interim. Maintenance of seals and gaskets on pumps and piping will be performed whenever leaks are evident. General clean up of the site will result in significant improvements in the level of odor found in the area.
2. Appropriately designed, vapor recovery systems which pull the gas off the well casing should be employed.

Noise

1. Upon completion of detailed site plans and prior to issuance of any grading permits, the applicant will produce evidence acceptable to the City Engineer that:
 - a. All construction vehicles of equipment, fixed or mobile, operated within 1,000 feet of a dwelling shall be equipped with properly operating and maintained mufflers.
 - b. Stockpiling and vehicle staging areas shall be located as far as practicable from sensitive noise receptors.
 - c. All operations shall comply with the City of Huntington Beach Noise Ordinance.
2. Drilling operations will use electric motors with acoustic blankets. Diesel motors even when shielded by acoustic blankets do not meet the nighttime Noise Ordinance standards at on-site and off-site residences, will not meet the daytime Noise Ordinance standards at the on-site residences and therefore, shall not be used. Plans to conduct the drilling operations during the nighttime hours will be subject to conditional use permit approval to insure that the operations are adequately soundproofed and do not adversely effect surrounding residences. Acoustic blankets as well as a masonry wall (height to be determined as part of the detailed mitigation plan) will be constructed along the site perimeter if necessary to reduce the noise levels to below the Noise Ordinance standards.
3. All Potential buyers and renters of on-site residences will be notified of the effects resulting from on-site and off-site oil production activities. The notification will state the frequency and locations of maintenance and service operations. The notification will indicate that noise levels from oil activities may also significantly increase during these times.
4. Well pulling and drilling operations are confined to daytime hours (7 a.m. to 10 p.m.) pursuant to the Oil Code. Any redrilling performed at night must provide soundproofing to comply with the Noise Ordinance and will be subject to conditional use permit approval. The Oil Code prohibits the pulling of wells during the nighttime hours (10 p.m. to 7 a.m.). Well maintenance activities will also be limited to the hours between 7 a.m. and 10 p.m. only.
5. Service drilling on the site will be limited to the hours of 7 a.m. to 10 p.m. only. All servicing of the wells must comply with the noise standards contained in the Huntington Beach Code.

6. Truck operations will be limited to the hours of only 7 a.m. to 10 p.m.

On-Site Traffic noise

7. After a site plan is developed and prior to the issuance of any building permits, a detailed acoustical study shall be completed. The study shall address the traffic noise impacts on the proposed residential development. The study will detail the measures necessary to achieve a noise level of 65 CNEL in outdoor living areas and 45 CNEL in indoor areas. Typically, a sound wall is required around the project to mitigate traffic noise impacts in outdoor living areas. Additionally, building modifications, such as upgraded windows, may be required to achieve the desired indoor noise level.
8. It is also recommended that all buildings have their windows closed to reduce the annoyance resulting from oil production operations and traffic impacts. This does not mean that the windows must be fixed shut; only that they will be closable. When windows are assumed to be closed, adequate ventilation with windows closed must be provided per the Uniform Building Code. This can be achieved with mechanical ventilation to provide fresh air. Mechanical ventilation commonly referred to as a "summer switch", consists of a switch on the heater fan which will provide the needed ventilation. The system must supply two air changes per hour to each habitable room, including 20% fresh make-up air obtained directly from the outside. The fresh air inlet duct shall be of sound attenuating construction and shall consist of a minimum of ten feet of straight or curved duct, or six feet plus one sharp 90 degree bend. Air conditioning can be a substitute for mechanical ventilation as long as it satisfies the UBC requirements.

Risk of Upset

1. Prior to approval of the tentative map, the applicant will submit evidence that the site has been cleaned up in compliance with CDTSC standards and is suitable for residential development.
2. All potential buyers and renters of on-site residences will be notified of the site's previous use as a landfill and the potential hazards associated with hazardous wastes disposed of at the site.

Transportation/Circulation

1. The following measure is required to mitigate the project generated traffic impact on the level of service at the Magnolia Street/Hamilton Avenue intersection to a "C" during the P.M. peak period:
 - a. Construction of a third southbound through lane on Magnolia Street in the ultimate right-of-way.
2. The following measures will be required in order to mitigate cumulative traffic impacts anticipated by the year 2005 and maintain a Level of Service of "C" at nearby intersections:
 - a. A third through lane in the eastbound and westbound directions of Atlanta Avenue at the Magnolia Street/Atlanta Avenue intersection in the ultimate right-of-way.
 - b. A second eastbound through lane and a third westbound through lane on Hamilton Avenue and dual southbound left-turn lanes on Magnolia Street at the Magnolia Street/Hamilton Avenue intersection within the ultimate right-of-way.
3. In order to ensure accessibility to the available transit services, OCTD recommends that the following transit facilities be incorporated into this project:
 - a. Transit stop located at Southbound Magnolia Street/Opposite Niguel Circle
4. In addition, the southbound stop currently located near side Hamilton Street will be relocated to the far side Hamilton Street, adjacent to this project. This relocation would make the existing transit services more directly accessible and convenient for residents and visitors.
5. A bus turnout, consistent with OCTD's Design Guidelines for Bus Facilities, will be provided at each of these stops, if determined by the City Traffic Engineer to be necessary based on traffic volumes, speed, or roadway cross section.
6. The area adjacent to the transit stops will include a passenger waiting area, complete with a bus shelter and bench.
7. A concrete bus pad sufficient to support the weight of a bus (see OCTD's Design Guidelines for Bus Facilities may have to be provided at these transit stops. This would be necessary assuming the material used to construct Magnolia Street would be insufficient to support continued transit use of the bus stops.

8. Prior approval of Tentative Map, respective access ways (along Hamilton and Magnolia) will be located and designed pursuant to Traffic Division specifications to minimize potential traffic circulation conflicts.

Public Services

1. Prior to issuance of building permits, the need for additional police officers must be fully evaluated by the City of Huntington Beach and the applicant. If it is found that additional officers are needed to serve the area, funds must be procured to fill this position.
2. The Police Department shall be consulted during preliminary stages of the project design prior to approval of tentative maps to review the safety features, determine their adequacy, and suggest improvements.
3. The applicant will provide school fees to mitigate conditions of overcrowding as part of the building permit application. These fees shall be based on the fee schedule in effect at the time of future building permit applications.

Utilities

1. Prior to issuance of building permits, the developer shall coordinate all affected utility purveyors to insure that existing utility service levels will not be reduced during construction/utility improvement activities.

7.2 MITIGATION MEASURES: EIR NO. 87-5

Geology, Soils and Topography

1. A detailed geotechnical report shall be prepared and submitted with site grading and construction plans, which addresses the following:
 - a. Identification of those portions of the site which are within 50 feet of a known fault or build trace of a fault. If larger setbacks are deemed appropriate by the project geologist, such recommendations shall be observed.
 - b. Detailed description of subsurface geological characteristics.
 - c. Recommended measures for soil compaction and foundation design to withstand damage due to ground shaking and liquefaction.

- d. Recommended limitations in the placement of structures within or adjacent to fault zones.

Air Quality

1. As described above, potential air quality impact derives almost exclusively from transportation sources. The emissions characteristics of these sources, and to a large extent a person's selection of the single passenger automobile to access the project site, are beyond the control of project sponsors or local regulatory agencies. There is, therefore, only a limited potential for effective impact mitigation. The most important impact mitigation measure is that the local transportation system must maintain adequate capacity to accommodate continued growth and, secondly, any available transportation control measures (TCM's) must be implemented where possible. Project proponents must commit to implement any reasonably available control measures (RACM's) to reduce air pollution. Such measures include:
 - a. To encourage bicycle and pedestrian access by a system of bike trails and sidewalks. The entire project area is served by a comprehensive system of bike trails and sidewalks that meet this objective. Bicycle parking/racks should be a site development requirement established by the City.
 - b. To encourage ride-sharing among project employees. Employer participation in the OCTD ride-share program may be made a lease or ownership condition for commercial site tenants, and will become a mandatory requirement for any employer of more than 50 people under the recently promulgated AQMD rideshare rule.
 - c. To encourage modified work schedules for project employees that promote employee commuting during non-peak traffic hours. The project applicant should develop standards or goals as tenant lease conditions to meet this measure.
 - d. Energy conserving street and parking lot lighting should be used throughout the development, consistent with safety and security needs.
 - e. Synchronized traffic signals along major City arterials should be developed to provide smooth and pollution efficient traffic flow during peak hour traffic periods.

2. In addition to the transportation impact mitigation measures that may be developed, there are several mandatory measures related to site development required by local and regional agencies. These measures include dust control during construction and energy efficiency in on-site utility equipment. Requirements for their inclusion in project plans has been noted in the impact analysis test. Implementation of both the discretionary and mandatory measures will create a small reduction in total development air emissions.

Hydrology

1. With the regrading and development of the site, an integral drainage system will have to be incorporated. This system may either connect to the Huntington Beach Channel directly via a private pump station, or to an expanded off-site system in Hamilton Avenue and possibly Magnolia Avenue, which would then become tributary to the Newland pump station operated by the Orange County Environmental Management Agency. An evaluation as to the feasibility and cost effectiveness of these two possible alternatives should be conducted and coordination with the design team for the Huntington Beach Channel improvements should be established as soon as possible.
2. Erosion control devices will be utilized, if necessary, during grading to mitigate the effects of increased runoff at points of discharge. Devices may include temporary berms, culverts, sandbagging or desilting basins.
3. A water quality maintenance program can be implemented to mitigate the impact of urban runoff on surface water quality over the long term. A suitable program is outlined in "Water Pollution Aspects of Street Surface Contaminants" prepared by the U.S. Environmental Protection Agency. This program provides recommendations for street cleaning and prevention of pollutant generation. Its implementation rests with local agencies, the project Homeowner's Association, if any, and individual residents.
4. Future development of the site will be subject to approval of a development permit, in accordance with Section 969.6.19 of Article 969.6 of the Huntington Beach Municipal Code (Standards of Construction for the FP2 Area). Site development plans will also have to comply with flood-proofing regulations set by the Federal Emergency Management Agency (FEMA) to ensure eligibility for federal flood insurance.

Noise

Details for the proposed residential area and the oil production have not yet been developed. However, it is obvious from the impact analysis that substantial noise mitigation will need to be provided to protect both the future residents of the proposed project as well as off-site residential areas. The exact mitigation measures can not be determined at this time owing to the uncertainties regarding the site plan. However, generalized mitigation measures are presented below. A detailed mitigation plan should be developed when detailed information for the oil production facilities becomes available.

A. Oil Operations

1. The preliminary results show that in order for the drilling operations to satisfy the Huntington Beach Noise Ordinance outdoor standards, electric motors with acoustic blankets must be used. Diesel motors even when shielded by acoustic blankets will not meet the nighttime Noise Ordinance standards at the on-site and off-site residences and will not meet the daytime Noise ordinance standards at the on-site residences. If there are plans to conduct the drilling operation during the nighttime hours, then according to the Oil Code, the operations must be soundproofed. Acoustic blankets as well as a masonry wall (height to be determined as part of the detailed mitigation plan) should be constructed along the site perimeter and will likely reduce the noise levels to below the Noise Ordinance standards.
2. The well pumps used in the project should be submerged. If other types of well pumps such as ground level electric or diesel pumps are to be used, then additional mitigation will be necessary. Specific mitigation measures can be presented in the detailed noise mitigation plan.
3. Well pulling and drilling operations are confined to daytime hours (7 AM to 10 PM) by the Oil Code. Any redrilling performed at night must provide soundproofing to comply with the Noise Ordinance. The Oil Code prohibits the pulling of wells during the nighttime hours (10 PM to 7 AM). Well maintenance activities should also be conducted between the hours of 7 AM and 10 PM only.
4. Service drilling for this project should be conducted during the daytime hours only. Data on service drilling operations indicate that a diesel powered service rig and a high noise barrier would likely achieve the Huntington Beach Noise Ordinance limits. All serving of the wells must comply with the noise standards contained in the Huntington Beach Code.

5. Truck operations should be limited to daytime hours only (7 AM to 10 PM).

B. On-Site Traffic Noise

1. After a site plan is developed and prior to the issuance of any building permits, a detailed accoustical study should be competed. The study should address the traffic noise impacts on the proposed residential development. The study should detail the measures necessary to achieve a noise level of 65 CNEL in outdoor living areas and 45 CNEL in indoor areas. Typically, a sound wall is required around the project to mitigate traffic noise impacts in outdoor living areas. Additionally, building modifications, such as upgraded windows, may be required to achieve the desired indoor noise level.
2. For this project, it is also recommended that all buildings have their windows closed to reduce the annoyance resulting from oil production operations and traffic impacts. This does not mean that the windows must be fixed shut; only that they should be closable. When windows are assumed to be closed, adequate ventilation with windows closed must be provided per the Uniform Building Code. This can be achieved with mechanical ventilation to provide fresh air. Mechanical ventilation commonly referred to as a "summer switch", consists of a switch on the heater fan which will provide the needed ventilation. The system must supply two air changes per hour to each habitable room, including 20% fresh make-up air obtained directly from the outside. The fresh air inlet duct shall be of sound attenuating construction and shall consist of a minimum of ten feet of straight or curved duct, or six feet plus one sharp 90 degree bend. Air conditioning can be a substitute for mechanical ventilation as long as it satisfies the UBC requirements.

Light and Glare

1. Illumination levels at the project area perimeter adjacent to residential properties or other light-sensitive land uses shall not exceed 1.0 footcandles.
2. Cut-off lighting fixtures shall be used to direct light only to desired areas and reduce glare. No area lighting fixtures shall be mounted facing the direction of adjacent residential areas.
3. A wall/fence combined with vegetative screening should be constructed between the proposed commercial and residential developments on the site. Similar measures should be taken whenever light and glare might produce significant adverse impacts upon light-sensitive uses.

Land Use

Since the subject project involves only general land use designations and not a specific development proposal, it is possible only to provide recommendations to guide future site planning to avoid or minimize the potential land use impacts identified in the preceding discussion. Specific design features which address certain interface, buffer or streetscape issues will be imposed through the City's plan review process at a later date, when precise development plans are available and appropriate zoning controls are in place. Recommended site planning and zoning considerations include the following:

1. A more restrictive commercial zone district, such as the C1 (Neighborhood Commercial) District, would prohibit automotive uses and outside storage uses, would limit the size of an individual use to 3,200 square feet, would require much deeper landscaped setbacks along the street frontages and along the residential district boundary (20 feet compared to 10 feet) than in the C2 or C4 Zones. A C-1 Zone for the proposed commercial area would ensure lower intensity development than potential development in the C4 Zone, but would preclude the establishment of many desirable commercial uses such as a health club, a bank or a department store, which would be allowed in a C2 or C4 Zone.
2. R1, R2 or R3 Zoning for the residential area would decrease the potential number of dwelling units substantially, thus reducing the increased demand on the Edison Community Park facilities and reducing total vehicular trip generation.
3. A Planned Residential Development (PRD) suffix should be added to the base residential zone district, since the provisions of a PRD suffix include greater attention to site planning details and higher development standards, compared to the development standards in the base zones alone. Conditional Use Permit approval by the Planning Commission is also mandatory, providing greater discretionary authority to the City to impose special design features which address specific concerns such as buffering against roadways and commercial and industrial uses, type, size and orientation of outdoor recreation areas, building separations, etc.
4. Site planning recommendations to protect future households from the visual and noise impacts along the interfaces between the streets and the commercial and industrial uses include:

- a. Extensive landscaped setbacks along all such edges. Six to eight foot high decorative masonry walls (or combined berms/walls) at the boundaries, with intensive landscaping consisting of fastgrowing, evergreen, screen-type trees and shrubs within the setbacks, would effectively screen and buffer homes from the adjacent streets and non-residential uses.
 - b. Off-street parking, loading, storage and circulation areas within the proposed commercial area should be oriented away from the residential areas to the greatest feasible extent.
 - c. Outdoor patio areas and windows should be minimized along the two street frontages. Additional exterior wall insulation should be added to reduce interior noise levels in accordance with the recommendations of an acoustical consultant.
 - d. Building heights within the proposed commercial area should be limited to the 30 feet, consistent with the height limitation in the R2, R3 and R4 Zones.
- 5. A future multi-family residential district should contain active outdoor recreation facilities, such as tennis, racquetball or basketball courts to reduce the demand for such facilities at the already heavily used Edison Community Park facilities.
 - 6. Automotive service uses and outdoor storage areas should be oriented away from either street frontage and should be completely screened from the abutting residential district and from the two streets.
 - 7. All utility services shall be provided through underground connections.
 - 8. If the requested General Plan amendment or some other amendment is approved for the subject site, the City should notify the Southern California Association of Governments, to update their regional growth forecasts.

Petroleum Resources

- 1. Although no significant or adverse effects on the supply of petroleum resources would occur, the operational aspects of drilling and production activities are carefully regulated through State and local laws, due to the many safety and environmental quality concerns. Any future oil operations, therefore, must be authorized by and proceed in accordance with the following:

a. State of California Regulations:

- Title 14 of the California Administrative Code;
- Section 30262 of the California Coastal Act of 1976; and
- Sections 3000-3787 of the California Public Resources Code

California regulations for this area are enforced by the District 1 branch of the California Department of Conservation, Division of Oil and Gas, located in Long Beach, California

b. City of Huntington Beach Regulations:

Article 968 of the Huntington Beach Municipal Code. Pursuant to this article, City Council approval would be required to establish an "01" Zone district for the oil operation site, in conjunction with approval of a detailed site plan by the Planning Commission. Criteria of approval for such plans include:

- that enough open space has been reserved around the oil operation site to allow all existing and future equipment which could reasonably be expected to be used on the site, including any setbacks from new development required by the Fire Chief;
- that adequate access from a public street or alley to all operation sites is provided for portable equipment and emergency vehicles;
- that reasonable expansion of the existing facilities, if permitted in the oil district, can be accomplished;
- that any proposed development includes all provisions for soundproofing and fire protection required by the Fire Chief; and
- that screening of oil facilities from any new development is included in the plan.

Traffic and Circulation

1. The following measure would be required to mitigate the project-only generated traffic impact, assuming build-out in 1993, on the Level of Service at the Magnolia Street/Atlanta Avenue intersection to a "C" during the PM peak period:

- a. Construction of a third southbound through lane on Mangolia Street. This could be accomplished by re-striping, without widening the street.
2. The following measures would be required in order to mitigate cumulative traffic impacts anticipated by year 2005 and maintain a Level of Service of "C" at nearby intersections:
 - a. A third through lane in the eastbound and westbound directions of Atlanta Avenue at he Magnolia Street/Atlanta Avenue intersection. This could be accomplished by re-striping, without widening the street sections involved.
 - b. A second eastbound through lane and a third westbound through lane on Hamilton Avenue and dual southbound left-turn lanes on Magnolia Street at the Magnolia Street/Hamilton Avenue intersection. The additional southbound right-turn only lane as well as the widening of Magnolia Street south of Hamilton Avenue.
3. The following measures would be required in order to mitigate cumulative traffic impacts anticipated by the year 2005 and maintain a Level of Service of "C" at nearby intersections:
 - a. A third through lane in the eastbound and westbound directions of Atlanta Avenue at the Magnolia Street/Atlanta Avenue intersection. This could be accomplished by re-striping, without widening the street sections involved.
 - b. A second eastbound through lane and a third westbound through lane on Hamilton Avenue and dual southbound left-turn lanes on Magnolia Street at the Magnolia Street/Hamilton Avenue intersection. The additional southbound left-turn lane would require the elimination of the existing southbound right-turn only lane as well as the widening of Magnolia Street south of Hamilton Avenue.
3. In order to ensure accessibility to the available transit services, OCTD recommends that the following transit facilities be incorporated into this project:
 - a. Transit stop located at:

Southbound Magnolia Street/Opposite Niguel Circle
4. In addition, the southbound stop currently located nearside Hamilton Street should be relocated to farside Hamilton Street, adjacent to this project. This relocation would make the existing transit services more directly accessible and convenient for residents and visitors.

5. A bus turnout, consistent with OCTD's Design Guidelines for Bus Facilities, should be provided at each at these stops, if determined by the City Traffic Engineer ;to be necessary based on traffic volumes, speed, or roadway cross section.
6. The area adjacent to the transit stops should include a passenger waiting area, complete with a bus shelter and bench.
7. A paved, lighted and handicapped accessible pedestrian accessway should be provided between each stop and the individual building in the development.
8. A concrete bus pad sufficient to support the weight of a bus (see OCTD's Design Guidelines for Bus Facilities) may have to be provided at these transit stops. This would be necessary assuming the material used to construct Magnolia Street would be insufficient to support continued transit use of the bus stops.

Utilities

Although no significant or adverse impacts related to utilities have been identified, various conservation measures to reduce the consumption of water and energy supplies, thereby minimizing loads on utility facilities, are either required by law or recommended by utility purveyors, as follows:

1. To reduce loads on water and sewer facilities, the following measures are required by State law:
 - a. Health and Safety Code Section 17921.3 required low-flush toilets and urinals in virtually all buildings as follows:

"After January 2, 1983, all new buildings constructed in the state shall use water closets and associated flushometer valves, if any, which are water-conservation water closets as defined by American National Standards Institute Standard A112.19.2, and urinals and associated flushometer valves, if any, that use less than an average of 1-1/2 gallons per flush. Blowout water closets and associated flushometer valves are exempt from the requirements of this section."
 - b. Title 20, California Administrative Code Section 1604(f) Appliance Efficiency Standards establishes efficiency standards that give the maximum flow rate of all showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979, and known as ANSI A112.18.1M-1979.

- c. Title 24 of the California Administrative Code Section 2-5307(b) (California Energy Conservation Standards for New Buildings) prohibits the installation of fixtures unless the manufacturer has certified to the CEC compliance with the flow rate standards.
 - d. Title 24, of California Administrative Code Sections 2-5352 (i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. These requirements apply to steam and steam-condensate return piping and recirculating hot water piping in attics, garages, crawl spaces, or unheated spaces other than between floors or in interior walls. Insulation of water-heating systems is also required.
 - e. Health and Safety Code Section 4047 prohibits installation of residential water softening or conditioning appliances unless certain conditions are satisfied. Included is the requirement that, in most instances, the installation of the appliance must be accompanied by water conservation devices on fixtures using softened or conditioned water.
 - f. Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit flow hot water.
2. Water conservation measures which should be implemented where applicable, include:
- a. Interior:
 - Supply line pressure: Water pressure greater than 50 pounds per square inch (PSI) be reduced to 50 psi or less by means of a pressure-reducing valve.
 - Drinking fountains: Drinking fountains be equipped with self-closing valves.
 - Laundry facilities: Water-conserving models of washers be used.
 - Restaurants: Water-conserving models of dishwashers be used or spray emitters that have been retrofitted for reduced flow. Drinking water be served upon request only.
 - Ultra-low-flush toilets: 1-1/2 gallons per flush toilets be installed in all new construction.

b. Exterior:

- Landscape with low water-using plants (xeriscape).
- Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is required, use warm season grasses.
- Group plants of similar water use to reduce over-irrigation of low-water-using plants.
- Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.
- Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
- Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.
- Use previous paving material whenever feasible to reduce surface water runoff and to aid in ground water recharge.
- Grade slopes so that runoff of surface water is minimized.
- Investigate the feasibility of using reclaimed waste water, stored rainwater, or grey water for irrigation.
- Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.

3. Energy conservation measures to reduce demand for electricity and natural gas include:

- a. Compliance with Title 24 of the California Administration Code (California Energy Conservation Standards for New Buildings).
- b. Orientation of buildings and roof planes to maximize solar exposure for rooftop-mounted solar water heating panels.

- c. Orientation of buildings, architectural features and landscaping treatments which maximize shade available to indoor living spaces during summer months and which maximize sunlight available during winter months.

Cumulative Impacts

1. Traffic movement improvements at the intersections of Magnolia Avenue and Atlanta Avenue and at Magnolia Avenue and Hamilton Avenue should be installed in conjunction with development of the project site, as described in Section 3.9 of this EIR.
2. The City of Huntington Beach will continue to implement the applicable provisions of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), to reduce vehicular trip generation and to control stationary sources of air pollution.
3. Upgrading of local drainage facilities and installation of additional facilities as needed to adequately accommodate anticipated off-site and on-site drainage flows, should be provided in conjunction with development of the project site.
4. Active outdoor recreation facilities should be incorporated into site development plans for future residential projects within the study area.