



5.1 LAND USE AND RELEVANT PLANNING

This section identifies the existing land use conditions, evaluates the project's consistency with relevant planning policies, and recommends mitigation measures which would avoid or lessen the significance of potential impacts. This section identifies on-site and surrounding land use conditions and relevant land use policies and regulations, as set forth by the City of Huntington Beach. Information in this section is based upon the *City of Huntington Beach General Plan (General Plan)* and the *City of Huntington Beach Municipal Code (Municipal Code)*.

5.1.1 EXISTING SETTING

The project site is located in northwestern Orange County, in the southeastern portion of the City of Huntington Beach (City); refer to [Exhibit 3-1, *Regional Vicinity Map*](#). The project site is located at the intersection of Brookhurst Street and Adams Avenue, and is surrounded on all sides by commercial/retail uses as well as single- and multi-family residential uses.

ON-SITE LAND USES

The majority of the project site is occupied by roadway facilities (Brookhurst Street and Adams Avenue), which is considered City right-of-way (ROW). The project site also includes areas along the Brookhurst Street/Adams Avenue frontage, where ROW acquisition would be required. These ROW acquisition areas include portions of 11 parcels (consisting of retail/commercial and residential land uses) adjoining the Brookhurst Street/Adams Avenue intersection; refer to [Table 3-1, *Right-of-Way Acquisition*](#), and [Exhibits 3-6 through 3-9](#). Approximately 31,230 square feet of ROW, including 112 parking spaces, would be acquired with project implementation.

SURROUNDING LAND USES

The land uses that surround the project site are further described below.

- [*Northeast Quadrant*](#). The northeast quadrant of the intersection is developed with a retail/commercial center designated CG-F1 (Commercial General with permitted floor area ratio of 0.35) by the City's *General Plan*. Further from the intersection, the areas north of Adams Avenue and east of Brookhurst Street are occupied by multi-family residential uses designated RMH-25 (Residential Medium High Density, 25 dwelling units per acre).
- [*Northwest Quadrant*](#). The northwest quadrant of the intersection is developed with a retail/commercial center designated CG-F1 by the City's *General Plan*. Further from the intersection, the areas north of Adams Avenue and west of Brookhurst Street are occupied by multi-family residential uses designated RMH-25.
- [*Southeast Quadrant*](#). The southeast quadrant of the intersection is developed with a retail/commercial center designated CG-F1 by the City's *General Plan*. Further from the intersection, the areas south of Adams Avenue and east of Brookhurst Street are occupied by single-family residential uses designated RL-7 (Residential Low Density, 7 dwelling units per acre).



- *Southwest Quadrant.* The southwest quadrant of the intersection is developed with a retail/commercial center designated CG-F1 by the City's *General Plan*. Further from the intersection, the areas south of Adams Avenue and west of Brookhurst Street are occupied by single-family residential uses designated RL-7.

5.1.2 REGULATORY SETTING

REGIONAL PLANS AND POLICIES

Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD), influence land use planning in the City of Huntington Beach.

Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the state level. SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as the development of the integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the SCAQMD's *2012 Air Quality Management Plan for the South Coast Air Basin* (2012 AQMP).

The Orange County Council of Governments (OCCOG) is one of 14 Subregional Organizations that make up SCAG. The OCCOG consists of 34 cities, including Huntington Beach, and has a combined population of approximately 3.6 million people. The OCCOG was formed for the following broad purposes, among others:

- To facilitate area-wide planning and coordination in order to provide advice to public entities on a range of issues that affect multiple interests in Orange County;
- To create a unified subregional organization, which will improve Orange County's abilities to be represented in the Southern California region, the State of California, and the nation on issues and matters that affect collective Orange County interests; and
- To accomplish the preparation of subregional plan components mandated by state and federal law.

Regional Comprehensive Plan

SCAG's *2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* (2008 RCP) addresses regional issues such as housing, traffic/transportation, water, and air quality. The 2008 RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use in preparing local plans and handling local issues of regional significance. The 2008 RCP presents a vision of how Southern California can balance resource



conservation, economic vitality, and quality of life. The 2008 RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region.

SCAG's Intergovernmental Review (IGR) Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. There are two sets of minimum criteria for classification of projects as regionally significant: Criteria 1 through 12 are recommended for use by *CEQA Guidelines* Section 15206; and Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the 2008 RCP.¹ Based on these criteria, the proposed project is not considered regionally significant.

Regional Transportation Plan (2012 RTP)

On April 4, 2012, SCAG adopted its *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future (2012 RTP/SCS)*. The *2012 RTP/SCS* is a comprehensive 20-year transportation plan that provides a vision for the future of the SCAG region's multimodal transportation system and specifies how that vision can be achieved for the six-county area in Southern California, which includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. The *2012 RTP/SCS* identifies major challenges, as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth projections for the region.

SCAG is required to develop, maintain, and update the RTP/SCS on a three-year cycle. The RTP/SCS provides the basic policy and program framework for long-term investment in the regional transportation system in a coordinated, cooperative, and continuous manner and is intended to improve the balance between land use and the current and future transportation systems. The SCS is a newly required element of the RTP. The SCS integrates land use and transportation strategies to achieve CARB emissions reduction targets.

Compass Blueprint Growth Visioning Program

SCAG started a regional visioning process (i.e., Southern California Compass) to develop a strategy for regional growth that would accommodate growth while providing for livability, mobility, prosperity, and sustainability. This process was spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The result is a shared "Growth Vision" for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The Compass Blueprint Growth Vision is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles: mobility; livability; prosperity; and sustainability. The *Growth Vision Report (GVR)* presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. It details the evolution of the draft vision, from the study of emerging growth trends to the effects of different growth patterns on transportation systems, land consumption, and other factors. The GVR concludes with a series of implementation steps – including tools for each guiding principle and

¹ Southern California Association of Governments Website, Intergovernmental Review Section, <http://www.scag.ca.gov/igr/clist.htm>, accessed February 14, 2013.



overarching implementation strategies – that would guide Southern California toward its envisioned future.

South Coast Air Quality Management Plan

The SCAQMD is one of 35 air quality management districts that have prepared Air Quality Management Plans to accomplish a five-percent annual reduction in emissions. The 2012 AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional, and local level. The 2012 AQMP proposes policies and measures to achieve Federal and State standards for improved air quality in the Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction. The 2012 AQMP includes new information on key elements such as:

- Current air quality;
- Improved emission inventories, especially significant increase in mobile source emissions;
- An overall control strategy comprised of: Stationary and Mobile Source Control Measures, SCAQMD, State and Federal Stationary and Mobile Source Control Measures, and the Southern California Association of Governments Regional Transportation Strategy and Control Measures;
- New attainment demonstration for PM_{2.5} and O₃;
- Milestones to the Federal Reasonable Further Progress Plan; and
- Preliminary motor vehicle emission budgets for transportation conformity purposes.

LOCAL PLANS AND POLICIES

City of Huntington Beach General Plan

The *General Plan* serves as a policy guide for determining the City's appropriate physical development and character. The *General Plan* is founded upon the community's vision for Huntington Beach and expresses the community's long-term goals. The *General Plan* consists of the Land Use Map and the following 16 Elements, which together fulfill the State requirements for a general plan: Land Use; Urban Design; Historic and Cultural Resources; Economic Development; Growth Management; Housing; Circulation; Public Facilities and Public Service; Recreation and Community Service; Utilities; Environmental Resources/Conservation; Air Quality; Coastal; Environmental Hazards; Noise; and Hazardous Materials. The *General Plan* Elements are further discussed below. The *General Plan* Goals, Objectives, and Policies relevant to the proposed project are outlined in [Table 5.1-1, *General Plan Consistency Analysis*](#) (provided in [Section 5.1.4](#)).

Land Use Element (2012)

The Land Use Element is intended to designate the proposed general distribution, location, and extent of land uses within Huntington Beach and establish population density and building intensity standards. The Land Use Element serves as the long-range planning guide for development in the City by identifying and analyzing the location and extent of the development to be permitted, and establishing the City's character and identity.



Land Use Plan Designations

A general plan land use designation recognizes the type and nature of development permitted in a given location within a city. The City of Huntington Beach Land Use Element contains 19 land use designations under the following six land use categories: Residential; Commercial; Industrial; Public and Institutional; Mixed Use; and Open Space. *General Plan Land Use Element Figure LU-5, General Plan Designations*, illustrates the City's land use designations.

The project site primarily consists of roadway ROW (identified by the Circulation Element as Right-of-Way [Major Arterials]). However, the project would also affect adjoining uses designated as Commercial General (CG-F1) and Residential Low Density (RL-7).

Urban Design Element (1996)

The Urban Design Element discusses the quality of the City's physical and visual character, defined by its organization, scale, density, and pattern of the built environment and open spaces. The Urban Design Element discusses the City's urban form in terms of patterns of development and urban form elements. The Element uses districts to define areas with common distinguishing characteristics. The project site is located within the Brookhurst Commercial district which is characterized by a mix of larger retail and neighborhood serving commercial uses. Additionally, the Brookhurst Street and Adams Avenue intersection is identified as an Internal Node, which is a focal point with high activity. Brookhurst Street and Adams Avenue are also considered to be Primary Path/Image Corridors, which carry larger volumes of traffic and typically cross community boundaries.

Historic and Cultural Resources Element (1996)

The Historic and Cultural Resources Element describes the importance of the City's history and architecture to the culture of the Huntington Beach area. The Historic and Cultural Resources Element identifies specific areas containing architectural and historic resources, including significant structures and places. The project site is not located within any of these identified areas.

Economic Development Element (1996)

The Economic Development Element covers general economic background issues that have defined the City within its recent past. It highlights recent trends, growth patterns, sales and purchasing power shifts, as well as economic hotspots in the City.

Growth Management Element (2004)

The Growth Management Element contains policies for the planning and provisions of traffic improvements, public services, and public facilities necessary for orderly growth and development in Huntington Beach. In addition, the Element sites forth minimum standards and levels of services while identifying programs to ensure policy implementation, including phasing, funding, and monitoring.



Housing Element (2008)

The Housing Element comprises one of the seven *General Plan* Elements mandated by the State of California. California State Law requires that the Housing Element consist of “identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing.” As required by State Housing Law, the City must plan for its share of the region’s new housing needs in five state-defined income categories by identifying an adequate supply of land zoned at appropriate densities to accommodate needs in each income category.

Circulation Element (2012)

The Circulation Element serves as the City’s primary guide for transportation planning. It is concerned with accommodating the transportation needs of those living, working, and visiting the City. Its objective is to articulate the City’s vision and plans for the ongoing development and maintenance of a comprehensive circulation network that will efficiently move people and goods throughout the City and the surrounding region. The Circulation Element focuses on roadways and other transportation modes (i.e., public transit, railroads, and bicycle paths) that provide a range of travel options.

The Circulation Element designates both Brookhurst Street and Adams Avenue as Major Arterials, with vehicle capacities of approximately 50,000 average daily traffic. Transit service currently exists along Brookhurst Street and Adams Avenue, with several bus stops within proximity to the intersection. No bicycle facilities currently existing within the Brookhurst Street/Adams Avenue intersection. The Circulation Element depicts Adams Avenue as a Landscape Corridor, and Brookhurst Street as a Minor Urban Scenic Corridor.

Public Facilities and Public Service Element (2002)

The Public Facilities and Public Services Element discusses public facility services provisions for Huntington Beach residents and businesses. These services include law enforcement, fire protection, marine safety, education, libraries, and governmental administration. The project does not involve public facilities or services.

Recreation and Community Services Element (2012)

The Recreation and Community Services Element recognizes the City’s recreational opportunities, including parks, golf courses, and coastal amenities (i.e., coastal parks and beaches). Also addressed by the Recreation and Community Services Element are the City’s community centers, senior center, City gym and pool, Oak View Center, bikeways, equestrian trails, and the Newland House. The project would not affect any recreational or community service amenities.

Utilities Element (2010)

The Utilities Element focuses on the City’s water supply, sanitation treatment (wastewater), storm drainage, solid waste disposal, natural gas, electricity, and telecommunications systems. The project could require the relocation of multiple utilities along Brookhurst Street and Adams Avenue.



Environmental Resources/Conservation Element (2004)

The Environmental Resources/Conservation Element addresses the biological resources, plant life, and wildlife located within the City. Areas containing sensitive environmental resources are generally confined to the Huntington Beach Mesa area, the Huntington Harbor, Bolsa Chica Mesa, wetlands, and Anaheim Bay, which are not located in the vicinity of the project site.

Air Quality Element (1996)

The Air Quality Element describes the climatic conditions of the area as well as the sources of air pollution and current air quality conditions. The Air Quality Element describes several air quality factors that need to be addressed in order to help achieve air quality management plan goals. These factors include transportation-related sources, land use, and stationary sources. The project's air quality emissions are evaluated in Section 5.3, *Air Quality*.

Coastal Element (2001 – Amended 2011)

The Coastal Element has been prepared to meet the requirements of the Coastal Act and guide civic decisions regarding growth, development, enhancement, and preservation of the City's Coastal Zone and its resources. The project site is not located within the Coastal Zone.

Environmental Hazards Element (2009)

The Environmental Hazards Element addresses geologic and seismic safety issues. Most of the geologic and seismic hazards that have the potential to impact the City are due to the active Newport-Inglewood Fault, the shallow water table, and the relatively loose nature of recent sedimentary deposits. Specifically, this element addresses surface geology, liquefaction, tsunamis, seiches, subsidence, methane, flooding, and other minor geologic and soil engineering hazards. As noted in Section 10.0, *Effects Found Not To Be Significant*, the project would not result in significant impacts related to seismicity, geology, flooding, or other environmental hazards.

Noise Element (1996)

The Noise Element describes the existing noise environment, including the major sources of noise within the City. The Noise Element identifies vehicular traffic noise as the largest noise source within the City, along with aircraft operations, railroad operations, and petroleum extraction activities. Sensitive receptors throughout the City are also depicted, none of which are located within the boundaries of the project site. The project's noise impacts are evaluated in Section 5.5, *Noise*.

Hazardous Materials Element (1996)

The Hazardous Materials Element discusses the background of hazardous waste planning, hazardous materials operation, hazardous materials transportation, and emergency response. The project site is not located in an area depicted in the Hazardous Materials Element as a hazardous materials operation area. Additional analysis is provided in Section 5.6, *Hazards and Hazardous Materials*.



City of Huntington Beach Municipal Code

The Municipal Code contains all ordinances for the City of Huntington Beach. The Municipal Code is organized by Title and is updated as new ordinances are adopted. Titles 20 through 25 of the Municipal Code are known as the City's Zoning Code. The purpose of the Zoning Code is to implement the policies of the City's *General Plan* and to promote and protect the public health, safety, and general welfare of Huntington Beach residents and to provide the physical, economic and social advantages which result from a comprehensive and orderly planned use of land resources. The relevant Zoning Code sections and chapters are discussed below.

Title 21, Base Districts

Title 21, *Base Districts*, includes descriptions of the City's zoning districts, as well as land use controls and development standards. The project would acquire ROW from adjoining properties zoned Commercial General (CG) and Residential Low Density (RL). Section 211.06, *CO, CG and CV Districts: Development Standards*, includes development standards for the commercial districts. The project may affect the front setbacks of some CG uses, which are required to be a minimum of 10 feet. Section 210.06, *RL, RM, RMH, RG, and RMP Districts: Property Development Standards*, includes development standards for the residential districts. The project may affect the street side setback of one RL use, which is required to be 20 percent of the lot width; however, must be a minimum of six feet and a maximum of 10 feet.

Title 23, Provisions Applying in All or Several Districts

Title 23, *Provisions Applying in All or Several Districts*, includes descriptions of standards regarding landscape improvements and parking provisions. Section 232.08, *Design Standards*, includes general planting provisions for nonresidential and residential projects. A minimum of eight percent of the total net site area is required to be landscaped (or as required by Title 21 or conditions of approval). However, Section 232.12, *Exceptions*, notes that existing developments approved prior to June 7, 1983 (applicable to the proposed project), must provide six percent of the total net site area in landscaping with a minimum six-foot-wide landscape planter (applicable to Brookhurst Street). Existing developments located along a landscape corridor (applicable to Adams Avenue) must provide a 10-foot-wide planter with six percent of the site landscaped.

Section 231.04, *Off-Street Parking and Loading Spaces Required*, includes the parking standards for the various use classifications. According to Section 231.04, the commercial uses associated with the northwest quadrant of the intersection require 554 parking spaces; the commercial uses associated with the southwest quadrant of the intersection require 801 parking spaces; and the commercial uses associated with the southeast quadrant of the intersection require 802 parking spaces. The parking spaces associated with the commercial uses within the northeast quadrant of the intersection would not be affected.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist Form, which includes questions relating to land use and relevant planning. The criteria presented in the



Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact relative to land use if it would:

- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflict with any applicable habitat conservation plan or natural community conservation plans (refer to Section 10.0, *Effects Found Not To Be Significant*);
- Physically divide an established community (refer to Section 10.0, *Effects Found Not To Be Significant*);
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Result in inadequate parking capacity.

For the purposes of this impact analysis, a significant impact would occur if project implementation would result in inconsistencies or conflicts with the adopted goals and policies of the *General Plan* and/or applicable rules and regulations of the *Zoning Code*, as well as the specified regional plans. A significant impact would also occur if the project were to substantially degrade the visual character in the project area, or result in inadequate parking capacity. Based on these standards, the project's effects have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

CITY OF HUNTINGTON BEACH GENERAL PLAN

● THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE HUNTINGTON BEACH GENERAL PLAN POLICIES OR REGULATIONS.

Impact Analysis: Table 5.1-1, *General Plan Consistency Analysis*, provides an analysis of the project's consistency with the *General Plan's* relevant policies. As concluded in Table 5.1-1, the proposed project is considered consistent with relevant *General Plan* policies, and a less than significant impact would occur in this regard.



Table 5.1-1
General Plan Consistency Analysis

Applicable Policy	Consistency of Proposed Project
Land Use Element	
<p>LU 10.1.12: Require that Commercial General uses be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development including the consideration of:</p> <ul style="list-style-type: none"> a. incorporation of site landscape, particularly along street frontages and in parking lots; b. linkage of buildings by common architectural design, landscape and pedestrian systems, to avoid the appearance of independent free-standing structures surrounded by parking; 	<p><u>Consistent.</u> The Commercial General uses located at each quadrant of the Brookhurst Street/Adams Avenue intersection which would be affected by the proposed project, currently contain landscaping. The project would require the removal of some existing landscaping along the roadway frontage. However, where feasible, the project would replace the removed landscaping. If it is determined infeasible to replace landscaping to meet City standards, a Variance would be implemented consistent with City requirements.</p>
<ul style="list-style-type: none"> c. siting and design of structures to facilitate and encourage pedestrian activity; d. siting of one or more buildings in proximity to the street frontage to convey a visual relationship to the street and sidewalks; e. architectural treatment of buildings to minimize visual bulk and mass, using techniques such as the modulation of building volumes and articulation of all elevations; and f. inclusion of consistent signage designed and integrated into the building's architectural character. 	
Urban Design Element	
<p>UD 1.3.1: Require a consistent design theme and/or landscape design character along the community's corridors, that reflects the unique qualities of each district. Ensure that streetscape standards for major commercial corridors, the residential corridors, and primary and secondary image corridors provide each corridor with its own identity while promoting visual continuity throughout the City.</p>	<p><u>Consistent.</u> As noted above, the four quadrants of the Brookhurst Street/Adams Avenue intersection, which would be affected by project implementation, currently contain landscaping. Any removed landscaping would be replaced as feasible. If it is determined infeasible to replace landscaping to meet City standards, a Variance would be implemented consistent with City requirements.</p>
Circulation Element	
<p>Objective 2.1: Maintain the following city-wide level of service (LOS) standards for traffic-signal controlled intersections during peak hours:</p> <ul style="list-style-type: none"> • Locations with specific characteristics identified as critical intersections: LOS E (ICU to not exceed 1.00) • Principal Intersections: LOS D (0.81-0.90 ICU) • Secondary Intersections: LOS C (0.71-0.80 ICU) <p>LOS is to be determined during weekday morning and evening peak hours. Expanded timeframes may be applied to individual uses that generate high volumes of traffic during off-peak hours or weekends.</p>	<p><u>Consistent.</u> The proposed project would widen the Brookhurst Street/Adams Avenue intersection in order to alleviate existing and projected future congestion and to improve the intersection's LOS. Refer to <u>Section 5.2, Traffic and Circulation.</u></p>



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Applicable Policy	Consistency of Proposed Project
CE 2.2: Monitor the capacity of principal intersections throughout the City. When principal intersections approach or have reached unacceptable levels of service, consider elevating the priority of Capital Improvement Program (CIP) projects that reduce traffic congestion at these intersections.	
CE 6.2: Support and collaborate with property owners to manage the supply of parking.	<u>Consistent.</u> The proposed project would require ROW acquisition from commercial properties within the four quadrants of the Brookhurst Street/Adams Avenue intersection. A total of 112 parking spaces would be removed as a result of project implementation. However, as feasible, parking would be replaced, or a Variance would be obtained consistent with City requirements. Mitigation Measures LU-1 through LU-5 have also been included, which would require consultation and collaboration between the City and affected property owners to attempt to replace as much parking as possible.
Goal CE 8: Maintain and enhance visual quality and scenic views along designated scenic corridors.	<u>Consistent.</u> The Circulation Element depicts Adams Avenue as a Landscape Corridor and Brookhurst Street as a Minor Urban Scenic Corridor. The project would result in the removal of landscaping along Adams Avenue and Brookhurst Street, the replacement of which cannot be guaranteed. Although the removal of landscaping would occur in various locations throughout the site, the project would not result in a substantial alteration of the aesthetic character along Brookhurst Street or Adams Avenue. The project would not conflict with the City's designation of Adams Avenue as a Landscape Corridor or Brookhurst Street as a Minor Urban Scenic Corridor. A detailed analysis of landscaping impacts is provided below under the discussion of Visual Character.
CE 8.5: Provide landscaped medians and sidewalk treatments in accordance with City standards within major and primary arterial streets designated as landscape corridors, and continue to require the construction of landscaped medians and sidewalk treatments in new developments.	<u>Consistent.</u> Raised landscaped medians exist within Brookhurst Street (south of Adams Avenue) and Adams Avenue (both east and west of Brookhurst Street). While these medians may require reconstruction to accommodate the intersection widening, landscaping would be replaced in accordance with City standards.
Air Quality Element	
AQ 1.8.1: Continue to enforce construction site guidelines that require truck operators to minimize particulate emissions.	<u>Consistent.</u> Project construction vehicles would be required to comply with all SCAQMD rules and regulations. Refer to <u>Section 5.3, Air Quality.</u>
AQ 1.8.2: Require installation of temporary construction facilities (such as wheel washers) and implementation of construction practices that minimize dirt and soil transfer onto public roadways.	<u>Consistent.</u> Project construction activities would be required to comply with all SCAQMD rules and regulations to reduce fugitive dust emissions. Refer to <u>Section 5.3, Air Quality.</u>
AQ 1.11.1: Coordinate with SCAQMD, SCAG, and other local, state, and national agencies in efforts to plan and implement clean air strategies for the South Coast Air Basin.	<u>Consistent.</u> The project would be required to comply with SCAQMD standard rules, regulations, and clean air strategies. Refer to <u>Section 5.3, Air Quality.</u>



**Table 5.1-1 [continued]
General Plan Consistency Analysis**

Applicable Policy	Consistency of Proposed Project
Noise Element	
N 1.6.1: Ensure that construction activities be regulated to establish hours of operation, to prevent and/or mitigate the generation of excessive or adverse noise impacts through the implementation of the existing Noise Ordinance and/or any future revisions to the Noise Ordinance.	<u>Consistent</u> . The proposed project construction activities would be required to comply with the allowable hours of construction contained within the City's Municipal Code.
Source: City of Huntington Beach, <i>City of Huntington Beach General Plan</i> , as amended through 2012.	

Land Use Element

The Land Use Element includes the Land Use Plan which assigns land use designations to the land throughout the City. The proposed project primarily consists of roadway uses. However, the project would also result in ROW acquisition from adjoining land designated as Residential Low Density (RL-7). RL-7 allows single-family residential units, clustered zero-lot line developments, and “granny” flats. The maximum permitted density/intensity is seven dwelling units per net acre. The project also involves ROW acquisition from adjoining Commercial General (CG-F1) land uses. The CG designation allows for the development of retail commercial, professional offices, eating and drinking establishments, household goods, food sales, drugstores, building materials and supplies, personal services, recreational commercial, overnight accommodations, cultural facilities, government offices, educational, health, institutional, and similar uses. The maximum permitted floor area ratio for CG-F1 is 0.35.

The project proposes acquisition of small portions of land designated RL-7 and CG-F1 for ROW purposes in the areas adjoining the Brookhurst Street/Adams Avenue intersection. However, the project does not propose the development of any new uses at the project site, nor would it alter or increase development densities beyond City standards. Thus, upon project implementation, the project site would be compliant with the Land Use Element. A less than significant impact would occur in this regard.

Circulation Element

Circulation Element Figure CE-2, *Arterial Highway Plan*, illustrates the City's existing roadways. According to Figure CE-2, Brookhurst Street and Adams Avenue are designated as Major Arterials, which are defined as high mobility with access to collectors and some access to local streets and major traffic generators. Project implementation would not change the designations of Brookhurst Street and Adams Avenue. The proposed project would add travel lanes on both roadways. The purpose of the project is to widen Brookhurst Street and Adams Avenue in order to alleviate current and future traffic congestion, and to maintain a LOS D at the intersection. Thus, the project would not conflict with the *Arterial Highway Plan* of the Circulation Element.

The Circulation Element describes numerous scenic corridors within the City that offer motorists, cyclists, and pedestrians, attractive vistas and pleasing street scenes. The City has established policies regarding treatment of scenic corridor right-of-ways, selection criteria for appropriate surrounding



land uses, and rigorous development review procedures to protect the aesthetic appeal of these corridors. The City defines three types of scenic corridors: Major Urban Scenic Corridors that offer views of either natural or built environments, Minor Urban Scenic Corridors that carry less traffic than Major corridors, and Landscape Corridors that require specific treatment of signage, landscaping, or other details to reinforce the design continuity of the area.

The Circulation Element depicts Adams Avenue as a Landscape Corridor and Brookhurst Street as a Minor Urban Scenic Corridor. The project would result in the removal of landscaping along Adams Avenue, the replacement of which cannot be guaranteed. Although the removal of landscaping would occur in various locations throughout the site, it would not result in a substantial alteration of the aesthetic character in the project area. Landscaping would remain on the northeast, northwest, and southwest corners of the intersection and within the interior of each commercial property on all four quadrants. Moreover, existing landscaping within medians would be replaced in accordance with City standards. The project would not conflict with the City's designation of Adams Avenue as a Landscape Corridor or Brookhurst Street as a Minor Urban Scenic Corridor, and impacts in this regard would be less than significant. A detailed analysis of landscaping/visual impacts on a property-by-property basis is provided below under the Visual Character analysis.

Conclusion

As concluded in the discussions and [Table 5.1-1](#) above, the proposed project would not conflict with any applicable *General Plan* policy or regulation. A less than significant impact would occur in this regard.

Mitigation Measures: Refer to Mitigation Measures LU-1 through LU-5, below.

Level of Significance: Less Than Significant Impact.

CITY OF HUNTINGTON BEACH ZONING CODE, VISUAL CHARACTER, AND PARKING

- **THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE HUNTINGTON BEACH ZONING CODE OR SUBSTANTIALLY DEGRADE THE VISUAL CHARACTER OF THE PROJECT AREA. HOWEVER, THE PROJECT WOULD RESULT IN SIGNIFICANT IMPACTS RELATED TO PARKING CAPACITY.**

Impact Analysis: The proposed project would result in improvements to the Brookhurst Street/Adams Avenue intersection, as described in detail in [Section 3.0, *Project Characteristics*](#). The project would require ROW acquisition that would affect landscaping, building setbacks, and/or parking on adjacent properties; refer to [Exhibits 3-6](#) through [3-9](#). The following is an analysis of the project's consistency with relevant Zoning Code chapters and sections by intersection quadrant and property.

Southeast Quadrant

The analysis of the southeast quadrant of the Brookhurst Street/Adams Avenue intersection consists of three primary areas that have been categorized within this analysis by the primary uses on-site: the Stater Brothers property, the US Bank property, and the Lawson Lane property. Project



implementation would result in approximately 16,051 square feet of ROW acquisition from the Stater Brothers and US Bank property portions of the southeast intersection quadrant. Approximately 7,083 square feet of landscaping would be removed. ROW impacts to the southeast quadrant are depicted in Exhibit 3-6, Proposed Right-of-Way – Southeast Quadrant.

Stater Brothers Property

The Stater Brothers property includes several businesses such as Stater Brothers (10114 Adams Avenue), Royal Donuts, et. al (10042-10056 Adams Avenue), Woody’s (10136 Adams Avenue), and Los Primos Cantina (10176 Adams Avenue) (APN 155-181-28). Table 5.1-2, Existing Site Characteristics/Standards Affected by the Proposed Project – Southeast Quadrant – Stater Brothers Property, illustrates the project-related impacts to landscaping, setbacks, and parking requirements of the Zoning Code.

**Table 5.1-2
Existing Site Characteristics/Standards Affected by the Proposed Project –
Southeast Quadrant – Stater Brothers Property**

Location	Zoning Code Requirement	Existing	With Project
Landscape Standards (Zoning Code Chapter 232, <i>Landscape Improvements</i>)			
Minimum landscape planter width along Adams Avenue	10 feet	3 feet & 24 feet	0 feet & 4.2 feet
Minimum landscape planter width along Brookhurst Street	6 feet	3 feet	0 feet
Percent of on-site landscaping	6% (32,836 square feet)	7.4% (42,700 square feet)	6.5% (36,733 square feet)
Front Setback Standards (Zoning Code Section 211.06, <i>CO, CG and CV Districts: Development Standards</i>)			
10042-10056 Adams Avenue (Royal Donuts, et. Al)	10 feet	50 feet	44 feet
10136 Adams Avenue (Woody’s)	10 feet	25 feet	12 feet
10142 Adams Avenue (Vacant)	10 feet	24.2 feet	4.2 feet
10176 Adams Avenue (Los Primos Cantina)	10 feet	24 feet	17.2-20 feet
Parking Standards (Zoning Code Chapter 231, <i>Off-Street Parking and Loading Provisions</i>)			
Parking Spaces	682	682	660
Notes: <i>italics</i> = not compliant with minimum Zoning Code requirements.			

As shown in Table 5.1-2, portions of the existing landscape planter width associated with the Stater Brothers portion of the southeast quadrant along Brookhurst Street and Adams Avenue are not compliant with the Zoning Code’s minimum requirements. With implementation of the proposed project, several of the landscape planters on the property (primarily along Adams Avenue) would be eliminated or reduced in width and would be non-compliant.

The existing and proposed front setbacks at these commercial properties within the southeast quadrant are currently compliant with the Zoning Code’s minimum setback requirements, and would remain compliant with the project with the exception of the vacant property at 10142 Adams Avenue. In addition, although the project would reduce the total percentage of on-site landscaping by 0.9 percent, the percentage of on-site landscaping would continue to meet the City’s requirement of six percent upon completion of the project.



The Stater Brothers property currently provides 682 parking spaces, which is compliant with the requirements of Zoning Code Chapter 231, *Off-Street Parking and Loading Provisions*. However, with project implementation, the number of parking spaces would be reduced to 660 spaces and would not comply with the minimum requirements.

Conclusion for Stater Brothers Property

Zoning Code Consistency

The proposed project would result in non-compliance with the City's Zoning Code in regards to landscape planter width, front setbacks, and parking. As such, the City could issue a Variance to allow for the reduction of landscape planter width, front setbacks, and/or parking spaces to bring the Stater Brothers property in compliance with Zoning Code Chapter 241. Thus, with issuance of a Variance, impacts in this regard would be less than significant.

Although the Variance would minimize impacts in this regard to a level below significance, the City would also implement Mitigation Measure LU-1. This measure would require the City of Huntington Beach to consult with the property owner in an effort to reconstruct as many planters along Brookhurst Street and Adams Avenue as possible or feasible. It is anticipated that a Variance for landscape planter width would still be required in the event they are reconstructed and the minimum width is not feasible. Reconstruction of any planter(s) would require the consent of the property owner, which cannot be guaranteed. Thus, under the conservative assumption that no planter reconstruction would occur, impacts would still be less than significant with issuance of a Variance as described above.

Visual Character

As noted above, the proposed project would result in a loss of landscaping along the northern and western sides of the Stater Brothers property. This loss of landscaping would primarily occur along the turf/planter area on the southerly side of Adams Avenue. A narrow planter along the eastern side of Brookhurst Street (adjacent to the Royal Donuts building) would also be removed. Although the City would implement Mitigation Measure LU-1 in an attempt to reconstruct as many planters on-site as possible or feasible, this reconstruction cannot be guaranteed since the consent of the property owner would be required. Thus, this analysis conservatively assumes that affected landscaping would not be replaced.

The project would result in the reduction of landscaping along Adams Avenue, and to a lesser extent along Brookhurst Street. While landscape planter/turf areas would be affected along the Adams Avenue frontage, portions of these landscaped areas adjacent to each of the three existing structures on the property along Adams Avenue would remain (including Woody's Diner and Los Primos Cantina). In addition, landscaping within the interior of the site (adjacent to existing buildings, within parking lots, and near access driveways) would remain and would be visible from Adams Avenue.

Within the Stater Brother's property along Brookhurst Street, a narrow strip of landscape planter occupied by a low-lying shrub would be removed. However, this small planter does not substantially contribute to the aesthetic character of the area, and landscaping within the interior of the site (adjacent to existing buildings, within parking lots, and near access driveways) would remain. In addition, a wider planter consisting of a variety of landscaping (turf, shrubs, and mature trees)



located immediately south of the Stater Brothers property would remain in its existing condition. The City would also replace any affected landscaping within the existing planter within Brookhurst Street (south of Adams Avenue) according to City standards.

The project would not result in significant impacts in regards to visual character at the Stater Brothers property. Although landscaping would be removed, it would not represent a substantial degradation of the existing visual character or quality of the site and its surroundings. The project would not conflict with the Circulation Element’s designation of Adams Avenue as a Landscape Corridor or Brookhurst Street as a Minor Urban Scenic Corridor as it would not substantially alter the aesthetic appeal of the intersection. Impacts in this regard would be less than significant.

Parking

The existing Stater Brothers property has 682 parking spaces. The proposed project would eliminate a total of 22 parking spaces, which represents an approximately three percent reduction. This reduction would not substantially affect operations at the commercial center and parking would remain available for on-site employees and customers. In addition, the majority of parking spaces affected by the project are located along the perimeter of the site, and ample parking is available within the interior of the site (closer to the majority of business entries). Thus, parking impacts would be less than significant in this regard.

US Bank Property

The US Bank property includes several businesses such as Dental, et. al (10026-10038 Adams Avenue) (APN 155-181-03), US Bank (20002 Brookhurst Street) (APN 155-181-04), and the former Goodyear (20052 Brookhurst Street) (APN 155-181-05). Table 5.1-3, Existing Site Characteristics/Standards Affected by the Proposed Project – Southeast Quadrant – US Bank Property, illustrates the project-related impacts to landscaping, setback, and parking requirements of the Zoning Code.

**Table 5.1-3
Existing Site Characteristics/Standards Affected by the Proposed Project –
Southeast Quadrant – US Bank Property**

Location	Zoning Code Requirement	Existing	With Project
Landscape Standards (Zoning Code Chapter 232, <i>Landscape Improvements</i>)			
Minimum landscape planter width along Adams Avenue	10 feet	3 feet	0 feet
Minimum landscape planter width along Brookhurst Street	6 feet	3 feet	0 feet
Percent of on-site landscaping	6% (4,634 square feet)	5.1% (4,300 square feet)	4.1% (3,144 square feet)
Front Setback Standards (Zoning Code Section 211.06, <i>CO, CG and CV Districts: Development Standards</i>)			
10026-10038 Adams Avenue (Dental, et. Al)	10 feet	45 feet	32 feet
20002 Brookhurst Street (US Bank)	10 feet	44 feet	31 feet
20052 Brookhurst Street (former Goodyear)	10 feet	42 feet	33 feet
Exterior Side Setback Standards (Zoning Code Section 211.06, <i>CO, CG and CV Districts: Development Standards</i>)			
20002 Brookhurst Street (US Bank)	10 feet	40 feet	31 feet
Parking Standards (Zoning Code Chapter 231, <i>Off-Street Parking and Loading Provisions</i>)			
Parking Spaces	120	100	61
Notes: <i>italics</i> = not compliant with minimum Zoning Code requirements.			



As shown in Table 5.1-3, the existing landscape planters associated with the US Bank portion of the southeast quadrant along Brookhurst Street and Adams Avenue are not compliant with the Zoning Code's minimum requirements for both width of planters and percent of on-site landscaping. With implementation of the proposed project, these landscape planters would be eliminated and would remain non-compliant.

The existing and proposed front and side setbacks at these commercial properties within the US Bank property are compliant with the Zoning Code's minimum setback requirements.

The US Bank property currently provides 100 parking spaces, which is non-compliant with the requirements of Zoning Code Chapter 231, which requires 120 parking spaces. With project implementation, the number of parking spaces would be further reduced to 61 spaces and would remain non-compliant with the minimum parking requirements.

Conclusion for US Bank Property

Zoning Code Consistency

The proposed project would result in non-compliance with the City's Zoning Code in regards to landscape planter width, percentage of on-site landscaping, and parking. The proposed front/side setbacks would be compliant. As such, the City could issue a Variance to allow for the reduction of landscape planter width, percentage of on-site landscaping, and parking spaces to bring the US Bank property in compliance with Zoning Code Chapter 241. Thus, impacts in this regard would be less than significant.

Although the Variance would minimize impacts in this regard to a level below significance, the City would also implement Mitigation Measure LU-2. This measure would require the City of Huntington Beach to consult with the property owner in an effort to reconstruct as many planters along Brookhurst Street and Adams Avenue as possible or feasible. These planters could include a 6- to 10-foot wide planter along Brookhurst Street and up to a 9-foot wide planter along Adams Avenue. It is anticipated that a Variance for landscape planter width would still be required in the event they are reconstructed.

In addition, Mitigation Measure LU-2 would require the City to consult with the property owner in regards to a potential reduction in building area to allow the site to meet Zoning Code parking requirements. This may include the City demolishing the Goodyear building (largely vacant) as part of the City's ROW acquisition process.

Reconstruction of any planter(s) and demolition of the Goodyear building would require the consent of the property owner, which cannot be guaranteed. Thus, under the conservative assumption that no planter reconstruction or decrease in building area would occur, impacts would still be less than significant with issuance of a Variance as described above.

Visual Character

As stated above, the project would result in the loss of landscaping along the northern and western sides of the US Bank property. This loss of landscaping would consist of a narrow planter along Adams Avenue and Brookhurst Street that includes shrub plantings, in addition to a small tree and turf area at the corner of Brookhurst Street/Adams Avenue. Although the City would implement



Mitigation Measure LU-2 in an attempt to reconstruct as many planters on-site as possible or feasible, this reconstruction cannot be guaranteed since the consent of the property owner would be required. Thus, this analysis conservatively assumes that affected landscaping would not be replaced.

Generally, landscaping on the US Bank property to be removed by the project would be limited to a narrow planter occupied by low-lying shrubs. These low-lying shrubs do not substantially contribute to the aesthetic character of the area, and landscaping within the interior of the site (which include planters and mature trees adjacent to buildings and within the parking lot) would remain. Although landscaping would be removed at the southeast corner of the intersection, this landscaping is limited a small tree and turf area that are substantially hidden from the roadway by a low-lying shrub and block wall. The City would also replace affected landscaping within the existing planter within Brookhurst Street (south of Adams Avenue) according to City standards.

Thus, the project would not result in significant impacts in regards to visual character at the US Bank property. Although landscaping would be removed, it would not represent a substantial degradation of the existing visual character or quality of the site and its surroundings. The project would not conflict with the Circulation Element's designation of Adams Avenue as a Landscape Corridor or Brookhurst Street as a Minor Urban Scenic Corridor as it would not substantially alter the aesthetic appeal of the intersection. Impacts in this regard would be less than significant.

Parking

The existing US Bank property has 100 parking spaces. The proposed project would eliminate a total of 39 parking spaces, which represents a 39 percent reduction in available parking. While the City's issuance of a Variance would alleviate any inconsistency with the Zoning Code, the reduction of parking at this property by 39 percent may substantially affect business operations at the US Bank site. While the City would implement Mitigation Measure LU-2 in an attempt to replace as many parking spaces as possible (through either demolition of the former Goodyear building and/or through a reciprocal parking agreement with the Stater Brothers property), this replacement parking cannot be guaranteed since the consent of the property owner would be required. Thus, this analysis conservatively assumes that affected parking would not be replaced. Thus, a significant and unavoidable impact related to parking would occur.

Lawson Lane Property

The Lawson Lane property includes one residential unit (20011 Lawson Lane). Project implementation would result in approximately 143 square feet of ROW acquisition from this property. Approximately 60 square feet of landscaping would be removed. The project would require removal and relocation of approximately 90 linear feet of 8-foot high block wall and 57 linear feet of 4-foot high block wall. This includes a neighborhood identification sign attached to the wall for the Meredith Gardens community. Table 5.1-4, Existing Site Characteristics/Standards Affected by the Proposed Project – Southeast Quadrant – Lawson Lane Property, illustrates the project-related impacts to setback and lot size requirements of the Zoning Code.



Table 5.1-4
Existing Site Characteristics/Standards Affected by the Proposed Project –
Southeast Quadrant – Lawson Lane Property

Location	Zoning Code Requirement	Existing	With Project
Exterior Side Setback Standards (Zoning Code Section 210.06, <i>RL, FM, RMH, RH, and RMP Districts: Property Development Standards</i>)			
20011 Lawson Lane	10 feet	10 feet	8 - 9.5 feet
Lot Size Standards (Zoning Code Section 210.06, <i>RL, FM, RMH, RH, and RMP Districts: Property Development Standards</i>)			
Minimum Lot Size	6,000 square feet	8,207 square feet	7,127 square feet
Minimum Lot Width	60 feet	70 feet	69 feet
Notes: <i>italics</i> = not compliant with minimum Zoning Code requirements.			

As shown in Table 5.1-4, the existing and proposed lot size of this property is compliant with the Zoning Code’s minimum lot size requirements. However, the proposed exterior side setback facing Adams Avenue would be non-compliant with the minimum requirements.

Conclusion for Lawson Lane Property

Zoning Code Consistency

The proposed project would result in non-compliance with the City’s Zoning Code in regards to the exterior side setback along Adams Avenue. As such, the City could issue a Variance to allow for the reduction in side setback area to bring the Lawson Lane property in compliance with Zoning Code Chapter 241. Thus, impacts in this regard would be less than significant.

Visual Character

The project would not substantially alter the visual character at or surrounding the Lawson Lane Property. Although the project would include the removal of a block wall at the northern side of the property, this wall would be reconstructed in a similar manner and with similar materials as the existing wall. In addition, although landscaping at the Lawson Lane property would be removed by the project, this landscaping is currently located behind the existing eight-foot wall and only a small portion is visible from Adams Avenue. Existing landscaping at the frontage of the property along Lawson Lane would remain, as would landscaping on surrounding residential properties. As such, impacts in this regard would be less than significant.

Parking

No existing on- or off-street parking at or near the Lawson Lane property would be affected by the project, and no impacts would occur in this regard.



Southwest Quadrant

The analysis of the southwest quadrant of the Brookhurst Street/Adams Avenue intersection is provided below. It is referred to by its tenant (Target). ROW impacts to the southwest quadrant are depicted in Exhibit 3-7, Proposed Right-of-Way – Southwest Quadrant.

Target Center Property

The Target Center property is located at 9882 Adams Avenue. Project implementation would result in approximately 2,632 square feet of ROW acquisition from the southwest intersection quadrant. Approximately 2,212 square feet of landscaping would be removed, entirely along the southern side of Adams Avenue. Table 5.1-5, Existing Site Characteristics/Standards Affected by the Proposed Project – Southeast Quadrant – Target Center Property, illustrates the project-related impacts to landscaping and parking requirements of the Zoning Code.

**Table 5.1-5
Existing Site Characteristics/Standards Affected by the Proposed Project –
Southwest Quadrant – Target Center Property**

Location	Zoning Code Requirement	Existing	With Project
Landscape Standards (Zoning Code Chapter 232, <i>Landscape Improvements</i>)			
Minimum landscape planter width	10 feet	5 feet ¹	0 feet
Percent of on-site landscaping	8% (40,639 square feet)	8.5% (43,552 square feet)	8.2% (41,785 square feet)
Parking Standards (Zoning Code Chapter 231, <i>Off-Street Parking and Loading Provisions</i>)			
Parking Spaces	801 ²	808	790
Notes: <i>italics</i> = not compliant with minimum Zoning Code requirements. 1 – When the Target Center was constructed, this area of the site was occupied by OilMax and was not included. Thus, the existing landscape planter was allowed to remain. The City did receive a three-foot wide dedication along this frontage; therefore, the existing planter in this area is in the public ROW. 2 – Adjacent APN 151-461-30 was approved for a new Chase Bank (currently under construction). As part of the approval, Chase has a reciprocal parking agreement with Target, as the Chase property has three fewer parking spaces on its site than required. It is noted that the Chase building has been designed for the ultimate ROW associated with the proposed project.			

As shown in Table 5.1-5, the existing percentage of on-site landscaping is compliant with the City’s Zoning Code and would remain compliant upon implementation of the project. However, the landscape planter width associated with the Target Center is not currently compliant with the Zoning Code’s minimum requirements. It should be noted that when the Target Center was constructed, this area of the site was occupied by a previous use (OilMax) and was not included. Thus, the existing landscape planter was allowed to remain. The City received a three-foot wide dedication along this frontage; therefore, the existing planter in this area is in the public ROW. With implementation of the proposed project, these landscape planters would be eliminated and would remain non-compliant.

The Target Center property currently provides 808 parking spaces, which is compliant with the requirements of Zoning Code Chapter 241. However, with project implementation, the number of



parking spaces would be reduced to 790 spaces and would not comply with the minimum requirements.

Conclusion for Target Center Property

Zoning Code Consistency

The proposed project would result in non-compliance with the City's Zoning Code in regards to landscape planter width and parking. As such, the City could issue a Variance to allow for the reduction of landscape planter width and parking spaces to bring the Target Center property in compliance with Zoning Code Chapter 241. Thus, impacts in this regard would be less than significant.

Although the Variance would minimize impacts in this regard to a level below significance, the City would also implement Mitigation Measure LU-3. This measure would require the City of Huntington Beach to consult with the property owner in an effort to reconstruct a 10-foot wide replacement planter. This would bring the property into compliance for landscape planter width, but would still require a Variance for parking since additional spaces would be affected to allow for implementation of the planter. However, due to the location of the parking that would be affected, a minimal impact to Target's operations would occur.

Reconstruction of the landscape planter would require the consent of the property owner, which cannot be guaranteed. Thus, under the conservative assumption that no planter reconstruction would occur, impacts would still be less than significant with issuance of a Variance as described above.

Visual Character

As noted above, the proposed project would result in a loss of landscaping along the northern side of the Target property (along Adams Avenue). This affected landscaping would consist of a portion of a planter between the existing bus stop along Adams Avenue and the newly-constructed Chase Bank. Although the City would implement Mitigation Measure LU-3 in an attempt to reconstruct the affected planter if possible or feasible, this reconstruction cannot be guaranteed since the consent of the property owner would be required. Thus, this analysis conservatively assumes that affected landscaping would not be replaced.

While the proposed project would reduce the total amount of landscaping on-site, it would not substantially degrade the existing visual character or quality of the area. Although landscaping would be removed along Adams Avenue, the majority of landscaping at the Target Center would remain (i.e., only a small segment of planter between the existing bus stop along Adams Avenue and the newly-constructed Chase Bank would be affected). The new Chase Bank was designed to accommodate the proposed project, and thus landscaping associated with this bank would not be impacted. In addition, the property would remain compliant with the City's Zoning Code for percentage of on-site landscaping. The change in aesthetic characteristics as a result of the proposed project at the Target Center property would be minor, and the property would remain consistent with the existing commercial characteristics of the project area. The minor loss of landscaping along Adams Avenue would not conflict with the roadway's designation as a Landscape Corridor. Thus, impacts in this regard would be less than significant.



Parking

The existing Target Center property has 808 parking spaces. The proposed project would eliminate a total of 18 parking spaces, which represents an approximately two percent reduction. This reduction would not substantially affect operations at the commercial center and parking would remain available for on-site employees and customers. In addition, the affected parking spaces are located along the northern perimeter of the site, and ample parking is available within the interior of the site (closer to the business entries of each structure). It should also be noted that the newly constructed Chase Bank property has a reciprocal parking agreement with Target to accomplish Zoning Code consistency for parking; none of the parking spaces on the Target property that are available to Chase Bank would be affected by the project. Thus, parking impacts would be less than significant in this regard.

Northwest Quadrant

The analysis of the northwest quadrant of the Brookhurst Street/Adams Avenue intersection is provided below. It is referred to by its primary tenant (Kohls). ROW impacts to the northwest quadrant are depicted in Exhibit 3-8, *Proposed Right-of-Way – Northwest Quadrant*.

Kohl’s Property

The Kohl’s property includes several businesses such as Kohl’s and Sprouts, et. al (9701-9901 Adams Avenue and 19881-19893 Brookhurst Street) and Wells Fargo, et. al (9941-9971 Adams Avenue). Project implementation would result in approximately 5,856 square feet of ROW acquisition from this property. Approximately 3,445 square feet of landscaping would be removed. Table 5.1-6, *Existing Site Characteristics/Standards Affected by the Proposed Project – Northwest Quadrant – Kohl’s Property*, illustrates the project-related impacts to landscaping, setback, and parking requirements of the Zoning Code.

**Table 5.1-6
Existing Site Characteristics/Standards Affected by the Proposed Project –
Northwest Quadrant – Kohl’s Property**

Location	Zoning Code Requirement	Existing	With Project
Landscape Standards (Zoning Code Chapter 232, <i>Landscape Improvements</i>)			
Minimum landscape planter width along Adams Avenue	3 feet	3 feet	<i>0 feet</i>
Minimum landscape planter width along Brookhurst Street	3 feet	3 feet	<i>0 feet</i>
Percent of on-site landscaping	4.8% (21,410 square feet)	4.8% (21,410 square feet)	4.1% (17,965 square feet)
Front Setback Standards (Zoning Code Section 211.06, <i>CO, CG and CV Districts: Development Standards</i>)			
9941-9971 Adams Avenue (Wells Fargo, et. Al)	10 feet	28 feet	25 feet
Exterior Setback Standards (Zoning Code Section 211.06, <i>CO, CG and CV Districts: Development Standards</i>)			
9941-9971 Adams Avenue (Wells Fargo, et. Al)	10 feet	26 feet	21 feet
Parking Standards (Zoning Code Chapter 231, <i>Off-Street Parking and Loading Provisions</i>)			
Parking Spaces	554	591	566
Notes: <i>italics</i> = not compliant with minimum Zoning Code requirements.			



As shown in Table 5.1-6, the existing landscaping on-site is compliant with the Zoning Code's minimum requirements for landscape planter width and percentage of on-site landscaping. With implementation of the proposed project, the landscape planter width and percentage of on-site landscaping would be non-compliant with minimum Zoning Code requirements.

Both with and without the project, the property would be compliance with Zoning Code requirements for front/exterior setbacks and parking.

Conclusion for Kohls Property

Zoning Code Consistency

The proposed project would result in non-compliance with the City's Zoning Code in regards to landscape planter width and percentage of on-site landscaping. As such, the City could issue a Variance to allow for the reduction of landscape planter width and landscaped area to bring the Kohls property in compliance with Zoning Code Chapter 241. Thus, impacts in this regard would be less than significant.

Although the Variance would minimize impacts in this regard to a level below significance, the City would also implement Mitigation Measure LU-4. This measure would require the City of Huntington Beach to consult with the property owner in an effort to construct a replacement planter. Because the property would have a surplus of 12 parking spaces after project implementation, a replacement planter may be installed in areas where surplus parking exists. Numerous parking spaces east and south of the Wells Fargo facility at the northwest corner of Brookhurst Street/Adams Avenue could potentially be removed in order to a landscape planter with a minimum width of 3 feet and a maximum width of 19 feet. Parking could also be removed near the main entrance to the commercial center along Adams Avenue, where parking spaces are further from building entrances and is often blocked by vehicle queuing. As another option, the City may implement a minimum three-foot wide planter along the proposed bus turnout on Adams Avenue and in the location of existing parallel stalls along Brookhurst Street.

Reconstruction of any landscape planter on the property would require the consent of the property owner, which cannot be guaranteed. Thus, under the conservative assumption that no planter reconstruction would occur, impacts would still be less than significant with issuance of a Variance as described above.

Visual Character

The proposed project would result in a loss of landscaping along the southern and eastern sides of the Kohls property. The project would primarily affect a narrow three-foot planter along both Brookhurst Street and Adams Avenue that consist of low-lying shrubs, groundcover, and several palm trees. The majority of the planter at the corner of Brookhurst Street/Adams Avenue (surrounding Wells Fargo Bank) would remain. Although the City would implement Mitigation Measure LU-4 in an attempt to reconstruct as many planters on-site as possible or feasible, this reconstruction cannot be guaranteed since the consent of the property owner would be required. Thus, this analysis conservatively assumes that affected landscaping would not be replaced.

As noted above, landscaping on the Kohls property to be affected by the project would primarily consist of a narrow planter area that consist of low-lying vegetation and numerous palm trees.



While this landscaping contributes to the aesthetic appeal of the property, the removal of these planter areas would not result in a substantial alteration in the visual character of the project area. Landscaping at the portion of the site with the most visibility to travelers at the corner of Brookhurst Street/Adams Avenue adjacent to Wells Fargo Bank (i.e., turf, mature trees, groundcover, and shrubs) would remain largely unaffected. The project would not affect a landscaped area fronting Adams Avenue adjacent to Polly's Pies that includes turf, groundcover, and shrubs. Further, any existing landscaping within the raised center median within Adams Avenue (west of Brookhurst Street) would be replaced in accordance with City standards.

Thus, the project would not result in significant impacts in regards to visual character at the Kohls property. Although landscaping would be removed, it would not represent a substantial degradation of the existing visual character or quality of the site and its surroundings. The project would not conflict with the Circulation Element's designation of Adams Avenue as a Landscape Corridor or Brookhurst Street as a Minor Urban Scenic Corridor as it would not substantially alter the aesthetic appeal of the intersection. Impacts in this regard would be less than significant.

Parking

The existing Kohls property has 591 parking spaces. The proposed project would eliminate a total of 25 parking spaces, which represents an approximately 4 percent reduction. This reduction would not substantially affect operations at the commercial center and parking would remain available for on-site employees and customers. In addition, the majority of parking spaces affected by the project are located along the perimeter of the site, and ample parking is available within the interior of the site (closer to the majority of business entries). The Kohls property would remain consistent with parking requirements under the Zoning Code after project implementation. Thus, parking impacts would be less than significant in this regard.

Northeast Quadrant

The analysis of the northeast quadrant of the Brookhurst Street/Adams Avenue intersection consists of two primary areas that have been categorized within this analysis by the primary uses on-site: the Ralph's property and the Starbucks property. ROW impacts to the southeast quadrant are depicted in Exhibit 3-9, *Proposed Right-of-Way – Northeast Quadrant*.

Ralph's Property

The Ralph's property includes several businesses such as Ralph's (10081 Adams Avenue) and Building E (Comerica Bank, et. al) (10111 Adams Avenue). Project implementation would result in approximately 4,766 square feet of ROW acquisition from the Ralph's and Building E portions of the northeast quadrant. Approximately 2,465 square feet of landscaping would be removed. No parking would be affected by the project.

As noted within Section 3.0, *Project Description*, the proposed project would impact approximately 1,050 square feet of an approximately 12,350 square-foot commercial structure (i.e., Building E). For the purposes of the environmental analysis for the project, it is assumed that demolition of the entire 12,350 square-foot structure would be required.



Table 5.1-7, *Existing Site Characteristics/Standards Affected by the Proposed Project – Northeast Quadrant – Ralph’s Property*, illustrates the project-related impacts to landscaping requirements of the Zoning Code.

**Table 5.1-7
Existing Site Characteristics/Standards Affected by the Proposed Project –
Northeast Quadrant – Ralph’s Property**

Location	Zoning Code Requirement	Existing	With Project
Landscape Standards (Zoning Code Chapter 232, <i>Landscape Improvements</i>)			
Minimum landscape planter width at Building E	8 feet	8 feet	<i>0 feet</i>
Minimum landscape planter width between Building E and Starbucks	10 feet	15.7 feet	<i>5.7 feet</i>
Percent of on-site landscaping	6% (23,059 square feet)	7.1% (27,160 square feet)	6.4% (24,322 square feet)
Notes: <i>italics</i> = not compliant with minimum Zoning Code requirements.			

As seen in Table 5.1-7, the existing landscape planter width and percentage of on-site landscaping associated with the Ralph’s property are currently compliant with the Zoning Code’s minimum requirements. With implementation of the proposed project, these landscape planters would either be eliminated or reduced in width and would be non-compliant. The percentage of on-site landscaping would be compliant after implementation of the project.

Conclusion for Ralph’s Property

Zoning Code Consistency

The proposed project would result in non-compliance with the City’s Zoning Code in regards to landscape planter width and percentage of on-site landscaping. As such, the City could issue a Variance to allow for the reduction of landscape planter width and landscaped area to bring the Ralph’s property in compliance with Zoning Code Chapter 241. Thus, impacts in this regard would be less than significant.

Although the Variance would minimize impacts in this regard to a level below significance, the City would also implement Mitigation Measure LU-5. This measure would require the City of Huntington Beach to consult with the property owner in an effort to construct a replacement planter(s). Since Building E may be demolished, the City may construct an eight-foot wide planter at the Building E location. Under this scenario, a Variance would still be required due to a reduction in landscape planter width between the Starbucks and Building E. The City may also remove 14 parking stalls between Starbucks and Building E to widen the existing planter. This may or may not require a Variance, depending if Building E is demolished in its entirety and or rebuilt in a similar location.

Reconstruction of any landscape planter on the property would require the consent of the property owner, which cannot be guaranteed. Thus, under the conservative assumption that no planter



reconstruction would occur, impacts would still be less than significant with issuance of a Variance as described above.

Visual Character

The proposed project would affect two segments of landscape planter along Adams Avenue. One segment is located adjacent to Building E and would be eliminated. The other segment is located between Building E and the adjacent Starbucks property and would be reduced in width from 15.7 feet to 5.7 feet. Although the City would implement Mitigation Measure LU-5 in an attempt to reconstruct the affected planters if possible or feasible, this reconstruction cannot be guaranteed since the consent of the property owner would be required. Thus, this analysis conservatively assumes that affected landscaping would not be replaced.

While the proposed project would reduce the total amount of landscaping on-site, it would not substantially degrade the existing visual character or quality of the area. Although landscaping would be removed along Adams Avenue, a portion of the planter between Building E and the adjacent Starbucks property would remain in order to provide an aesthetic treatment at the street frontage. In addition, no landscaping along Brookhurst Street would be affected by the project.

The change in aesthetic characteristics as a result of the proposed project at the Ralph's property would not be significant, and the property would remain consistent with the existing commercial characteristics of the project area. Further, the property would remain consistent with the Zoning Code in regards to percent of on-site landscaping after implementation of the project. Thus, the project would not conflict with the roadway's designation as a Landscape Corridor along this property. Impacts in this regard would be less than significant.

Parking

No parking at the Ralph's property would be affected by the project, and no impacts would occur in this regard.

Starbucks Property

The Starbucks property includes the Starbucks building located at 10001 Adams Avenue. Project implementation would result in approximately 1,350 square feet of ROW acquisition from the Starbucks portion of the northeast intersection quadrant. Approximately 1,318 square feet of landscaping would be removed. Table 5.1-8, *Existing Site Characteristics/Standards Affected by the Proposed Project – Northeast Quadrant – Starbucks Property*, illustrates the project-related impacts to landscaping and parking requirements of the Zoning Code.



**Table 5.1-8
Existing Site Characteristics/Standards Affected by the Proposed Project –
Northeast Quadrant – Starbucks Property**

Location	Zoning Code Requirement	Existing	With Project
Landscape Standards (Zoning Code Chapter 232, <i>Landscape Improvements</i>)			
Minimum landscape planter width	8.5 feet	10.75 feet	2.75 feet
Percent of on-site landscaping	8% (1,214 square feet)	25.8% (4,272 square feet)	19.4% (2,954 square feet)
Notes: <i>italics</i> = not compliant with minimum Zoning Code requirements.			

As shown in Table 5.1-8, the existing landscape planter width and percentage of on-site landscaping associated with the Starbucks property are currently compliant with the Zoning Code’s minimum requirements. With implementation of the proposed project, the landscape planter width would be reduced in width and would be non-compliant. The percentage of on-site landscaping would remain compliant with City standards after project construction. Parking at the Starbucks property would not be affected by the project.

Conclusion for Starbucks Property

Zoning Code Consistency

The proposed project would result in non-compliance with the City’s Zoning Code in regards to landscape planter width. As such, the City could issue a Variance to allow for the reduction of landscape planter width to bring the Starbucks property in compliance with Zoning Code Chapter 241. Thus, impacts in this regard would be less than significant.

Visual Character

The proposed project would affect the landscape planter along the southern side of the property, resulting in a reduction of planter width from 10.75 feet to 2.75 feet. Although this would represent a reduction in on-site landscaping, the property would still substantially exceed the minimum percentage of on-site landscaping required under the Zoning Code after project implementation. The project would not substantially degrade the existing visual character or quality of the property, as the large planter area at the corner of Brookhurst Street/Adams Avenue would remain and would maintain the aesthetic appeal of the property.

The change in aesthetic characteristics as a result of the proposed project at the Starbucks property would not be significant, and the property would remain consistent with the existing commercial characteristics of the project area. Thus, the project would not conflict with the Adams Avenue’s designation as a Landscape Corridor along this property. Impacts in this regard would be less than significant.



Parking

No parking at the Starbucks property would be affected by the project, and no impacts would occur in this regard.

Conclusion

As discussed above, the project would result in multiple instances of non-compliance with the City's Zoning Code requirements regarding landscaping, setbacks, and parking standards. As part of Mitigation Measures LU-1 through LU-5, the City would consult with affected property owners to construct replacement or modify existing facilities that would eliminate or minimize the inconsistency with the Zoning Code. However, any improvements on private property would require the consent of the property owner, which cannot be guaranteed. Thus, under the conservative assumption that none of the improvements identified within Mitigation Measures LU-1 through LU-5 are implemented, impacts would still be less than significant with issuance of a Variance by the City of Huntington Beach.

The project would affect landscaping along all four quadrants of the intersection. As noted above in the analysis for each property, although the project would result in the removal of landscaping that contributes to the aesthetic appeal of the vicinity, the removal of this landscaping would not represent a substantial degradation of the existing visual character or quality of the site and its surroundings. While landscaping would be removed (primarily in the form of narrow landscape planters) along the Brookhurst Street and Adams Avenue frontages, landscaping at three of the four corners (which are most visible to travelers on the roadway) would be largely unaffected. Moreover, existing landscaping within raised center medians within Brookhurst Street and Adams Avenue to be affected by the project would be replaced in accordance with City standards. Further, the analysis of visual character impacts in this section is conservative since it assumes that no landscaping would be replaced as part of the project; rather, it is likely that the City would be able to reach agreement with one or more property owners to establish replacement landscaping to minimize any project impacts. Even in the absence of replacement landscaping, impacts related to visual character would be less than significant. In addition, the project would not conflict with the Circulation Element's designation of Adams Avenue as a Landscape Corridor or Brookhurst Street as a Minor Urban Scenic Corridor as it would not substantially alter the aesthetic appeal of the intersection.

Impacts related to parking would generally be less than significant, with the exception of the US Bank property. The project would result in a 39 percent reduction in available parking. While the City's issuance of a Variance would alleviate any inconsistency with the Zoning Code, the reduction of parking at this property by 39 percent may substantially affect business operations at the US Bank site. While the City would implement Mitigation Measure LU-2 in an attempt to replace as many parking spaces as possible (through either demolition of the former Goodyear building and/or through a reciprocal parking agreement with the Stater Brothers property), this replacement parking cannot be guaranteed since the consent of the property owner would be required. Thus, a significant and unavoidable impact related to parking would occur.

Mitigation Measures:

LU-1 Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the Stater Brothers property in an effort to



reconstruct as many landscape planters along Brookhurst Street and Adams Avenue as possible or feasible (as determined by the City of Huntington Beach Planning and Building Director, in consultation with the property owner).

LU-2 Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the US Bank property in an effort to eliminate or minimize incidences of non-compliance with the Zoning Code in regards to landscape planter width, percentage of on-site landscaping, and parking stalls. The following options may be considered by the City and the property owner:

- The City shall reconstruct as many landscape planters along Brookhurst Street and Adams Avenue as possible or feasible (as determined by the City of Huntington Beach Planning and Building Director, in consultation with the property owner). It is noted that a maximum nine-foot wide landscape planter could be accommodated along Adams Avenue; however, a Variance for one foot of landscaping would still be required;
- The City shall reduce the amount of building square footage (by potentially demolishing the former Goodyear building which may accommodate additional parking) in order to provide the minimum parking stalls required by the Zoning Code; and
- Pursue a reciprocal parking agreement that may be established between the Stater Brothers property and the US Bank property, which may support a parking Variance request.

LU-3 Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the Target property in an effort to eliminate or minimize incidences of non-compliance with the Zoning Code in regards to landscape planter width. The City may issue a Variance for the number of parking spaces provided and provide a 10-foot wide replacement landscape planter along Adams Avenue.

LU-4 Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the Kohl's property in an effort to eliminate or minimize incidences of non-compliance with the Zoning Code in regards to landscape planter width and percentage of on-site landscaping. As determined by the Planning and Building Director and property owner, the City may remove surplus parking stalls in an effort to regain some of the landscaping area that would be removed by the project, thereby potentially eliminating the need for a Variance for landscape planter width and on-site landscaping (depending on the size of the planters).

LU-5 Prior to final plan approval for the proposed project, the City of Huntington Beach shall consult with the property owner of the Ralph's property in an effort to eliminate or minimize incidences of non-compliance with the Zoning Code in regards to landscape planter width. The following options may be considered by the City and the property owner:



- The City may construct a new landscape planter at the Building E location (assumed to be demolished as part of the project) with a minimum width of eight feet; and
- To avoid a Variance to the reduction in the required landscape planter width for areas between Building E and Starbucks, the City may remove 14 parking stalls in order to construct a 10-foot wide landscape planter to be compliant with the minimum Zoning Code requirements. However, the following shall be considered under this option:
 - Assuming Building E square footage is replaced somewhere on the Ralph's property site (e.g., as a second level, as there is no room to replace it in its entirety at grade level without impact parking), a Variance for 11 parking spaces would be required because the Ralph's property was approved with a surplus of three parking spaces;
 - Under the scenario that Building E is demolished and not replaced, demand for parking would be reduced by 45.9 spaces. Thus, the net surplus after removal of 14 spaces is 31.9 spaces. This would allow the Ralph's property to re-tenant remaining square footage with uses that require more parking, such as restaurants; and
 - Under the scenario that Building E is rebuilt in the same approximate location, replacement square footage of up to 6,380 retail square feet would be allowed with the remaining 31.9 parking space capacity. This building size would fit between the existing row of parking to the north and the new right-of-way and an eight-foot wide landscape planter.

Level of Significance: Significant and Unavoidable Impact.

5.1.5 CUMULATIVE IMPACTS

● THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS.

Impact Analysis: As outlined in [Table 4-1, *Cumulative Projects List*](#), and illustrated on [Exhibit 4-1, *Cumulative Project Locations*](#), the related projects and other possible development would occur throughout Huntington Beach. Based on the projects identified in [Table 4-1](#), only two would occur within one mile of the project site (Lamb School and Wardlow School residential projects).

Development of the project site, combined with other development, would not result in any cumulative land use impacts as other projects are implemented within the City. Projects would be evaluated on a project-by-project basis. Each proposed project would undergo a similar plan review process as the proposed project, in order to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable



land use designation(s) and zoning district(s). It is assumed that cumulative development would progress in accordance with the City's *General Plan* and *Zoning Code*. Each project would be analyzed in order to ensure that the goals, objectives, and policies of the *General Plan*, and regulations and guidelines of the *Zoning Code* are consistently upheld. Analysis has concluded that impacts are less than significant and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would result in a significant and unavoidable impact related to inadequate parking capacity. If the City of Huntington Beach approves the project, the City shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations in accordance with Section 15093 of CEQA.



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