

4.0 ENVIRONMENTAL IMPACT ANALYSIS

E. LAND USE AND PLANNING

INTRODUCTION

This section of the EIR analyzes the project's potential to result in conflicts or inconsistencies with applicable land use plans, policies, and regulations. The following issues related to land use and planning were scoped out of the EIR in the project's Initial Study (IS): physical division of an established community and potential conflicts with any applicable habitat conservation plan or natural community conservation plan. Data used to prepare this section were taken from the City's General Plan Land Use Element and the Beach and Edinger Corridors Specific Plan (BECSP) EIR. A reference-list of entries for all cited materials is provided in Chapter 7, *Document Preparation and References*, of this EIR.

1. ENVIRONMENTAL SETTING

The City of Huntington Beach, located in northwestern Orange County, is a beach community about 35 miles southeast of Los Angeles, immediately adjacent to the Pacific Ocean. The City consists of approximately 17,730 acres, or 27.7 square miles, and is nearly built out with a variety of land uses, including residential, commercial, industrial, institutional, public uses, and streets/highways.

a. Existing Conditions

(1) Project Site Location

The project site is located on Center Avenue, approximately 500 feet east of Gothard Street, in the City of Huntington Beach. The project site is 2.718 acres in size, is identified as Assessor's Parcel No. (APN) 142-073-03, and is bounded by McFadden Avenue on the north, a Union Pacific Railroad track to the east, Center Avenue to the south, and property owned by Southern California Edison (SCE) containing overhead electrical transmission lines to the west.

(2) Existing On-Site and Surrounding Uses

The project site is currently characterized by vacant land owned by the City of Huntington Beach, and is surrounded by the following uses, as shown in **Figure 2, Aerial Photograph**, in Chapter 2, Project Description, of this EIR:

- West – SCE property containing overhead transmission lines, Orange County Transit Authority (OCTA) bus station, and Golden West College
- South – SCE transmission towers, a commercial strip shopping center (approved for future mixed-use), and Village at Bella Terra (future 467-unit mixed-use development and Costco warehouse store)
- East – Union Pacific Railroad track, Old World Village, and Multi-Family Residential
- North – College Park (recreation) and Industrial Uses in the City of Westminster

(3) Project Site General Plan and Zoning Designations

The City of Huntington Beach General Plan Map designates the parcel as Mixed-Use with both a Specific Plan Overlay and a Design Overlay (M-sp-d). The site is located within the boundaries of the Beach and Edinger Corridors Specific Plan (BECSP) area, which serves as zoning for the property. The Specific Plan designates the site as Town Center – Neighborhood and requires that only residential uses be allowed on-site. The General Plan Housing Element specifies that the site shall be designated as “Residential Only” in the Beach and Edinger Corridors Specific Plan, and also that the City intends for the site to be developed with a minimum of 175 affordable units on the site.

b. Regulatory Framework

(1) Regional

(a) Southern California Association of Governments (SCAG)

SCAG’s Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Regional Housing Needs Assessment (RHNA) are tools for coordinating regional planning and development strategies in Southern California. The RHNA assists in identifying current and future housing needs. The RCP is a problem-solving guidance document that takes an active approach in planning the long-term framework for a livable, sustainable, and successful healthier region. Based on the growth management framework of the Compass Blueprint, the RCP ties together SCAG’s role in transportation, land use, air quality and planning in order to achieve a better community which serves the needs of a burgeoning population in Southern California. Policies contained in the RCP identified by SCAG as relevant to the proposed project are identified under Impact 4.E-1, along with an assessment of the proposed project’s consistency with these policies.

(2) Local

(a) City of Huntington Beach General Plan

The City of Huntington Beach General Plan outlines an order of progress through which the City can grow and maintain economic and environmental integrity. As a policy, the General Plan serves as a guide to the adoption of laws necessary to execute its intent. The General Plan is composed of sixteen elements, as follows:

- Land Use
- Urban Design
- Historic and Cultural Resources
- Economic Development
- Growth Management
- Housing
- Circulation
- Public Facilities and Services
- Recreation and Community Services
- Utilities
- Environmental Resources/Conservation
- Air Quality
- Coastal
- Environmental Hazards
- Noise
- Hazardous Materials

The applicable goals, objectives, and policies of each of the above-listed elements are discussed in the section pertaining to the relevant resource in this EIR. The thresholds for analysis of land use impacts include the

identification of conflicts with goals and policies. As such, applicable goals and policies in the Land Use Element of the General Plan related to land use that are potentially relevant to the proposed project are analyzed under Impact 4.E-1.

(b) Beach and Edinger Corridors Specific Plan

Beach Boulevard and Edinger Avenue serve as two of the City's primary major commercial thoroughfares and are home to a diverse mix of small and large retail developments, auto sales, residential and institutional uses. While these corridors have recognized some economic success, it was the City's desire to establish a more cohesive integration of land uses and visual identity to the corridors. The Beach and Edinger Corridors Specific Plan (BECSP), adopted by the City Council in March 2010, established a planning and design framework, as well as programs and actions to enhance the economic performance, functionality, and visual character of the Beach and Edinger corridors in accordance with the community's vision for the area.

The BECSP area was divided into five general areas or segments. The overall vision for the Specific Plan is to develop primarily residential and neighborhood retail uses in the southern portion of Beach Boulevard, transitioning to commercial and retail uses in the middle segment of Beach Boulevard, then to a more dense "town center" adjacent to and at the intersection of Beach Boulevard and Edinger Avenue, and extending along Edinger Avenue. Geographically, the intention is to intensify land uses as one travels north along Beach Boulevard from the southern boundary of the Plan area, developing a town center concept at the major intersection of Beach Boulevard and Edinger Avenue.

The Specific Plan implements the broad policies established in the General Plan to guide growth and change along the Beach Boulevard and Edinger Avenue Corridors. The Development Code contained within the BECSP replaced previous land use and development regulations contained within the HBZSO for those portions of the City covered by the BECSP. However, in all cases, existing uses within the BECSP area would be allowed to remain. The development standards and regulations that are contained in the Specific Plan only apply to new development proposed within the BECSP area. The Specific Plan contains three sections (Books):

1. **Community Intent** describes the envisioned physical outcomes that the Specific Plan is intended to instigate and the primary means by which the community intends to support the emergence of those outcomes.
2. **Development Code** establishes the primary means of regulating land use and development on privately owned properties located within the BECSP area.
3. **Public Improvements** describes the planned investment of City resources to stimulate, promote and support the desired growth and change in the Plan Area.

The Community Objectives that have been incorporated into the Specific Plan are as follows:

1. Orchestrate new public and private investment toward the establishment of a more lasting framework for growth and development—a framework of clearly defined districts, centers, street patterns, and local architectural and landscape identity—upon which new development can reliably respond to, build upon, and draw value from.

2. Re-position disinvested corridor properties to capture value in the contemporary marketplace.
3. Begin the transformation of the visual character of Beach Boulevard from “anywhere” strip to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north-south thoroughfare.
4. Promote new investment that supports the growth and success of Bella Terra and Golden West College.
5. Build on the presence of Goldenwest College, Bella Terra, and the existing transit infrastructure to instigate the emergence of a vital and attractive urban district characterized by a synergistic mix of students, customers, residents, pedestrians, transit riders, office workers, and visitors.
6. Instigate the development of a network of pedestrian-oriented streets, promenades and other public open spaces that encourage walking, and ultimately, walking in combination with transit ridership.
7. Enhance pedestrian, bicycle, and vehicular connections between Golden West College, Bella Terra, the Goldenwest Transit Center, and development along Edinger Avenue.
8. Balance mobility and community development objectives: enable continued market-driven growth and development while 1) maintaining minimum community mobility standards, and 2) furthering patterns of land use and development that contribute toward long-term regional mobility and livability.
9. Make the most of each increment of new development to build toward a more environmentally sustainable future city and region.
10. Insure that new buildings and landscaping contribute to the emergence of an increasingly visible and memorable visual identity appropriate to the unique history and character of the City.
11. Incorporate Crime Prevention through Environmental Design (CPTED) guidelines into designs to reduce the incidence of fear of crime and create an environment to maximize public safety.

The Specific Plan includes land use controls, which specify the types of land uses permitted, conditionally permitted, or prohibited in each zoning district, and also include special requirements applicable to specific uses. It also includes development standards, which control the height, bulk, location, and appearance of structures. These include requirements for site development, parking and loading, signs, and nonconforming uses and structures. As discussed previously, the project site is located within the BECSP area, and therefore the proposed project would be subject to the land use controls and other requirements included therein.

(c) City of Huntington Beach Zoning and Subdivision Ordinance

The project site is currently regulated by the BECSP, which makes reference to the HBZSO for certain development standards.

2. ENVIRONMENTAL IMPACTS

a. Significance Thresholds

Appendix G of the CEQA *Guidelines* contains the Initial Study Environmental Checklist form used during preparation of the Project Initial Study, which is contained in Appendix A of this EIR. The Initial Study Environmental Checklist includes questions relating to land use and planning. The Initial Study Environmental Checklist questions relating to land use and planning have been utilized as the thresholds of significance in this section. According to the land use and planning questions listed in CEQA Guidelines, Appendix G, a project may create a significant environmental impact if it causes one or either of the following to occur:

Threshold 1: Physically divide an established community (refer to Chapter 6, *Other CEQA Considerations*, and the Initial Study contained in Appendix A. A less than significant impact would occur in this regard).

Threshold 2: 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 (refer to Impact Statement 4.E-1); and

Threshold 3: Conflict with any applicable habitat conservation plan or natural community conservation plan (refer to Chapter 6, *Other CEQA Considerations*, and the Initial Study contained in Appendix A. A less than significant impact would occur in this regard).

b. Methodology

The analysis of land use and planning considers the consistency of the project with adopted plans and policies that regulate land use in the City that relate specifically to the site, surrounding areas, and the characteristics of the project as a skate park with associated retail use. Inconsistencies with applicable plans are considered significant if they are tied to significant physical impacts on the environment.

c. Effects Found Not To Be Significant

Threshold	Would the project physically divide an established community?
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The project site is currently undeveloped, and therefore the proposed project would not have the potential to physically divide an established community. No impacts would occur and further evaluation of this issue in an EIR is not required.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?
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No habitat conservation plans or natural community conservation plans apply to the project site, and therefore the proposed project would not affect any such plans. As such, no impact would occur and further evaluation of this issue in an EIR is not required.

d. Analysis of Project Impacts

(1) Consistency of the Proposed Project with Applicable Plans and Policies

Threshold	Would the project 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?
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4.E-1 The project would result in less than significant land use impacts with regard to consistency with the SCAG Regional Transportation Plan (RTP), SCAG Regional Comprehensive Plan (RCP), the Beach and Edinger Corridors Specific Plan (BECSP) and the Huntington Beach Zoning and Subdivision Ordinance. However, land use impacts with respect to conflicts with the SCAG Regional Housing Needs Assessment (RHNA) and City of Huntington Beach General Plan would be significant and unavoidable.

The proposed project's consistency with applicable plans, policies, and regulations are evaluated below in **Table 4.E-1, Project Consistency with Applicable Plans and Policies.**

(a) SCAG Regional Housing Needs Assessment

As indicated in Table 4.E-1, the proposed project would not provide residential uses on the project site, which, even with the provision of an alternative housing site within the BECSP area would result in a net loss of 63 affordable housing units within the City. As such, the proposed project would contribute to a net reduction in potential housing and adversely affect the City's ability to meet its allocation requirements for very low income and low income housing identified in the RHNA for the 2006-2014 timeframe. Therefore, the project would conflict with the RHNA and impacts are considered significant and unavoidable.

(b) SCAG Regional Transportation Plan

As discussed in Table 4.E-1, the proposed skate park and retail/concession use would be consistent with the applicable policies of the SCAG 2008 RTP. Since the project would not conflict with the 2008 RTP, impacts in this regard would be less than significant.

(c) SCAG Regional Comprehensive Plan

As shown in Table 4.E-1, the proposed project would be consistent with the applicable policies of the SCAG 2008 Final RCP. As the project would not conflict with the 2008 Final RCP, impacts in this regard would be less than significant.

Table 4.E-1

Project Consistency with Applicable Plans and Policies

Goals and Policies	Project Consistency
SCAG RHNA	
<p>RHNA Resolution 07-489-01 The Final RHNA establishes the total regional housing need allocation of 699,368 housing units by June 30, 2014.</p>	<p>Not Consistent. The project site is currently designated as “Residential Required” in the BECSP and the General Plan Housing Element calls for the development of up to 175 affordable housing units on-site. However, since the proposed project would not include any residential development and rezoning of the other potential sites already identified in or proposed for the City’s Housing Element is uncertain at this time, there could be a loss of potential affordable housing units. Based on the City’s total housing allocation of 2,092 housing units for the 2006-2014 timeframe, of which 454 and 369 are required to be very low income and low income units, respectively, the loss of 175 affordable housing units would not be consistent with the SCAG RHNA.</p>
SCAG 2008 RTP	
<p>Maximize mobility and accessibility for all people and goods in the region;</p>	<p>Consistent. The proposed project would involve the construction and operation of a skate park and retail/concession use on the project site. The proposed project would be a much lower intensity development compared to the multi-family residential uses contemplated for the project site in the BECSP, which represents a substantial reduction in development intensity and related traffic. Furthermore, the proposed project would include the dedication of a “Transit Reserve Area” on-site to allow for a potential future pedestrian transit stop along the adjacent Union Pacific Railroad tracks. Given implementation of applicable traffic-related mitigation measures contained in the BECSP EIR, and the fact that the proposed project would represent a relatively low-intensity development, the project would serve to maximize mobility and accessibility in the region.</p>
<p>Protect the environment, improve air quality and promote energy efficiency;</p>	<p>Consistent. As noted above, the proposed project would be a substantially reduced development compared with that assumed in the BECSP for the project site. Furthermore, mitigation measures would be implemented, as necessary, from the BECSP to reduce air pollutant emissions during construction and operation of proposed uses. The proposed project would implement energy-efficient fixtures and equipment to the extent feasible or as required by the City of Huntington Beach.</p>
<p>Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.</p>	<p>Consistent. The proposed project would be located near the Orange County Transportation Authority (OCTA)’s transit center, just west of the project at the corner of Center Avenue and Gothard Street. Additionally, the proposed project would be required to provide a “Transit Reserve Area” on the project site to allow for potential future development of a transit stop on-site.</p>

Table 4.E-1 (Continued)

Project Consistency with Applicable Plans and Policies

Goals and Policies	Project Consistency
SCAG 2008 Final RCP	
Policy LU-4 Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	Not Consistent. As indicated previously, the project site is designated as "Residential Required" in the BECSP and is planned to accommodate up to 175 affordable housing units. The proposed project includes no residential uses and requires an amendment to the BECSP to allow non-residential uses on-site. While the City's Housing Element lists other sites that could more than replace the 175 units, the rezoning of these sites is uncertain at this time
Policy LU-6.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	Consistent. The proposed project includes a skate park and adjacent retail/concession use, which would not be energy- or water-intensive land uses. Additionally, although the proposed project would not be LEED-certified, the development would incorporate green building measures such as energy- and water-efficient fixtures and features.
City of Huntington Beach General Plan Land Use Element	
Goal LU 1: Achieve development that maintains or improves the City's fiscal viability and reflects economic demands while maintaining and improving the quality of life for the current and future residents of Huntington Beach.	Consistent. The proposed project would provide recreational opportunities for the community as well as tax revenue from the retail and concession sales and special event proceeds, which would both improve the overall quality of life for residents and provide a fiscally viable development.
Goal LU 2: Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.	Consistent. The proposed project would be served, as needed, by existing utility infrastructure near the project site, and would be located nearly adjacent to the OCTA transit center.
Objective LU 2.1: Review development with the ability of the City and other service providers to provide adequate public infrastructure (transportation facilities, wastewater collection and treatment, water supply, electrical, natural gas, telecommunications, solid waste disposal, storm drainage) and quality public services (governmental, police, fire, recreational, cultural, and public educational system).	Consistent. The project site would be served by all necessary utilities, with the exception of storm drains. However, per Orange County stormwater permit requirements, the proposed project would be required to contain all additional stormwater volume on-site using a subterranean retention system. As such, storm drain infrastructure is not needed for the proposed project. All other public utilities and services would be adequate to serve the project given the relatively low intensity and nature of the skate park and retail use.
Goal LU 4: Achieve and maintain high quality architecture, landscape, and public open spaces in the City.	Consistent. The proposed project would be designed with City-approved architectural features and would be extensively landscaped in order to be visually attractive and consistent with surrounding development.

Table 4.E-1 (Continued)

Project Consistency with Applicable Plans and Policies

Goals and Policies	Project Consistency
Objective LU 4.1: Promote the development of residential, commercial, industrial, and public buildings and sites that convey a high quality visual image and character.	Consistent. As noted above, the proposed retail use would be designed to provide high quality visual image and character, subject to review and approval by the City of Huntington Beach.
Policy LU 4.1.2: Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.	Consistent. The proposed project includes extensive landscaping throughout the site, and the landscape plan is subject to review and approval by the City of Huntington Beach.
Policy LU 4.1.3: Require property owners to maintain landscaping, remove and abate weeds, and replace unhealthy or dead landscape.	Consistent. The skate park operator and retail tenant would be required to maintain all landscaping on-site, subject to inspection by City staff.
Policy LU 4.1.4: Encourage developers to incorporate mature and specimen trees and other significant vegetation, as defined by the City, that may exist on a site into the design of a development project for that site.	Consistent. The project site contains five existing mature trees, one of which would remain in its current location, while the remaining four trees would be removed or relocated, as deemed appropriate by the City of Huntington Beach.
Policy LU 4.1.6: Require that commercial and industrial development incorporate adequate drought-conscious irrigation systems and maintain the health of the landscape.	Consistent. The proposed project would incorporate drought-tolerant landscaping as well as efficient irrigation systems on-site.
Policy LU 4.1.7: Require that all commercial and industrial landscape be adequately irrigated with automatic irrigation systems.	Consistent. To the extent required by the City of Huntington Beach, the proposed project would utilize automatic irrigation systems for on-site landscaping.
Policy LU 4.1.8: Use reclaimed water for the irrigation of public and private landscape, as feasible.	Consistent. As available and feasible, the proposed project would irrigate on-site landscaping with recycled water.
Objective LU 4.2: Ensure that structures and sites are designed and constructed to maintain their long-term quality.	Consistent. The proposed project would be designed to meet all applicable state and local building requirements, while structural design and building materials would be subject to review and approval by the City of Huntington Beach.
Policy LU 4.2.1: Require that all structures be constructed in accordance with the requirements of the City's building and other pertinent codes and regulations; including new, adaptively re-used, and renovated buildings.	Consistent. As noted above, the proposed project would be designed and constructed in accordance with the City's building and other pertinent codes and regulations.
Policy LU 4.2.4: Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.	Consistent. The proposed project would be designed and constructed to provide adequate vehicular and pedestrian access for both the skate park and retail/concession component of the project, subject to review and approval of project plans by the City of Huntington Beach. The proposed development would not require additional space for any supporting functions, open space or other features.

Table 4.E-1 (Continued)

Project Consistency with Applicable Plans and Policies

Goals and Policies	Project Consistency
<p>Policy LU 4.2.5: Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access and use as required by State and Federal Laws such as the American's with Disabilities Act.</p>	<p>Consistent. The proposed project would be designed in accordance with applicable requirements for pedestrian access, including access for the disabled.</p>
<p>Goal LU 7: Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources and scale and character.</p>	<p>Consistent. The proposed project would provide recreational opportunities for the community at the fee-free skate park facility, while the retail/concession use would provide economic growth within the City. Additionally, the project is a relatively low-intensity development, and the retail component would be designed with comparable building heights and architectural features as surrounding uses.</p>
<p>Objective LU 7.1: Accommodate the development of a balance of land uses that (a) provides for the housing, commercial, employment, educational, cultural, entertainment, and recreation needs of existing and future residents, (b) provides employment opportunities for residents of the City and surrounding subregion, (c) captures visitor and tourist activity, and (d) provides open space and aesthetic "relief" from urban development.</p>	<p>Consistent. The proposed project would provide recreational opportunities for the community as well as new employment positions. Further, special events at the skate park would stimulate tourism from elsewhere in the region, while the landscaping and design elements of the project would provide a visually attractive development.</p>
<p>Policy LU 7.1.5: Accommodate the development of a balance of land uses that maintain the City's fiscal viability and integrity of environmental resources.</p>	<p>Consistent. The proposed project would provide a recreational facility and retail use, which would provide additional tax revenue within the City and would not adversely affect the integrity of any sensitive environmental resources.</p>
<p>Goal LU 8: Achieve a pattern of land uses that preserves, enhances, and establishes a distinct identity for the City's neighborhoods, corridors, and centers.</p>	<p>Consistent. The proposed project would be constructed on a vacant site that is surrounded by roadways, an SCE-owned property with overhead power lines, and railroad tracks, and the property has never been developed with urban uses. Given the physical separation of the project site from other uses and the nature of the proposed skate park and retail/concession use, the proposed project would not adversely affect the identity of the surrounding area, but rather would provide a recreational and retail focal point for the surrounding community.</p>
<p>Policy LU 8.1.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map (Figure LU-5), and in accordance with the principles discussed below.</p> <p>a. Create a network of interrelated activity centers and corridors through the use of distinct functional roles, activities, and/or</p>	<p>Consistent. The proposed project would provide a mix of recreational and retail uses on the project site, which would not only serve local residents in the area but also the City at-large. The project would complement a diversity of uses within the BECSP area, particularly along the Center Avenue corridor, and would serve as a recreational focal point for the project area. Additionally, the project would facilitate public transit use given the location nearly adjacent to the OCTA transit center, while</p>

Table 4.E-1 (Continued)

Project Consistency with Applicable Plans and Policies

Goals and Policies	Project Consistency
<p>through the form and scale of development.</p> <ul style="list-style-type: none"> b. Vary uses and densities along the City's extended commercial corridors, such as Beach Boulevard. c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods. f. Site development to capitalize upon potential long-term transit improvements. g. Establish linkages among community areas, which may include pedestrian and vehicular paths, landscape, signage, other streetscape elements, open space, transitions in form, scale, and density of development, and other elements. 	<p>the provision of the Transit Reserve Area on-site would allow for potential further transit-related improvements. The proposed project would also provide sidewalks, signage, lighting, and vehicular access, and would be designed in accordance with the development standards in the BECSP.</p>
<p>Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.</p>	<p>Not Consistent. The proposed skate park and retail/concession use would be developed on a site that is currently designated for up to 175 affordable housing units. This net loss of housing on the project site would reduce the overall potential for reductions in automobile use within the BECSP area, as there are many employment, service, and entertainment uses in the immediate vicinity of the project site that would be readily accessible to residential uses on the project site. Under the proposed project these residential units would not be developed on-site in close proximity to these complementary uses.</p>
<p>Policy LU 11.1.2: Limit commercial uses in mixed-use development projects to those uses that are compatible with the residences.</p>	<p>Consistent. While the proposed project does not include residential uses, the skate park and retail/concession use would be located adjacent to existing multi-family residential uses to the east. The commercial retail component of the project would not result in substantial adverse effects on these adjacent residences given the limited nature of the retail/concession use and the distance of the retail structure from these sensitive receptors.</p>
<p>Policy LU 11.1.4: Require the incorporation of adequate on-site open space and recreational facilities to serve the needs of the residents in mixed-use development projects.</p>	<p>Consistent. The proposed project involves the development of a skate park and retail/concession use on the project site. This development would provide a new, full-service skate park for use by the public with no admission fees. Therefore, the project would provide adequate recreational facilities to serve existing and future residents in the area.</p>

Table 4.E-1 (Continued)

Project Consistency with Applicable Plans and Policies

Goals and Policies	Project Consistency
<p>Policy LU 11.1.5: Require that mixed-use developments be designed to mitigate potential conflicts between the commercial and residential uses, considering such issues as noise, lighting, security, and truck and automobile access.</p>	<p>Not Consistent. The retail component of the proposed project would not substantially adversely affect existing residential uses, as noted above. However, while not a commercial use, the skate park component of the project would result in significant unavoidable periodic noise increases at nearby residences during special events.</p>
<p>Policy LU 11.1.6: Require that the ground floor of structures that horizontally integrate housing with commercial uses locate commercial uses along the street frontage (housing may be located to the rear and/or on upper floors).</p>	<p>Consistent. The retail/concession component of the project would be located on the street frontage of Center Avenue, directly accessible via the project’s primary driveway.</p>
<p>Policy LU 11.1.7: Require that mixed-use development projects be designed to achieve a consistent and high quality character, including the consideration of the:</p> <ul style="list-style-type: none"> a. visual and physical integration among the commercial and residential uses (plates LU-3 and LU-4); b. architectural treatment of building elevations to convey the visual character of multiple building volumes and individual storefronts and residential units; c. inclusion of separate and well-defined entries that convey the visual character of individual identity for commercial uses and each residential unit, which may be accessed from exterior facades, interior courtyards, and/or common areas; d. siting and design of parking areas and facilities to be integrated with and not dominate the architectural character of the structure(s); and e. inclusion of extensive site landscape, where feasible. 	<p>Consistent. The proposed project would be designed in accordance with the development standards contained in the BECSP, which would serve to achieve visual compatibility and consistency with surrounding development. The project includes the skate park and retail/concession components which would be physically separated on the project site, and parking for both components would be provided via an on-site surface parking lot. Additionally, the project would include extensive landscaping throughout the site.</p>
<p><i>City of Huntington Beach General Plan Housing Element</i></p>	
<p>GOAL 2: Provide Adequate Housing Sites to Accommodate Regional Housing Needs</p>	
<p>Policy 2.2: Facilitate the development of mixed-use projects in appropriate commercial areas, including stand-alone residential development (horizontal mixed-use) and housing above ground floor commercial uses (vertical mixed-use). Establish mixed use zoning regulations.</p>	<p>Not Consistent. The project site is currently designated for up to 175 affordable housing units on the project site, which is adjacent and proximate to existing and future commercial uses. While both recreational and retail uses would be provided on-site, no residential uses would be developed under the proposed project. Although the Housing Element identifies alternate sites within the City that could potentially be rezoned to accommodate additional housing, it is uncertain at this time if such zoning amendments would occur.</p>

Table 4.E-1 (Continued)

Project Consistency with Applicable Plans and Policies

Goals and Policies	Project Consistency
<p>Policy 2.3: Encourage and facilitate the provision of housing affordable to lower income households within the Beach/Edinger Corridor Specific Plan. Incorporate policy language and development standards within the Plan in support of affordable housing.</p>	<p>Not Consistent. The proposed skate park and retail/concession use would be developed on the project site instead of up to 175 affordable housing units, for which the site is currently designated in the City’s General Plan Housing Element. As such, the project would result in a net reduction in the City’s potential affordable housing stock. As noted above, although the Housing Element identifies alternate sites within the City that could potentially be rezoned to accommodate additional housing, it is uncertain at this time if such zoning amendments would occur.</p>
<p>GOAL 3: Assist in Development of Affordable Housing</p>	
<p>Policy 3.1: Encourage the production of housing that meets all economic segments of the community, including lower, moderate, and upper income households, to maintain a balanced community.</p>	<p>Not Consistent. Although the project site is currently designated for up to 175 affordable housing units, the proposed project would amend the City’s General Plan Housing Element, BECSP, and Zoning Code to eliminate the “Residential Required” requirement. As such, the projects site would not be developed with residential uses that meet any economic segments of the community. Although the Housing Element identifies alternate sites within the City that could potentially be rezoned to accommodate additional housing, including affordable housing, it is uncertain at this time if such zoning amendments would occur.</p>
<p>Beach and Edinger Corridors Specific Plan</p>	
<p>Orchestrate new public and private investment toward the establishment of a more lasting framework for growth and development—a framework of clearly defined districts, centers, street patterns, and local architectural and landscape identity—upon which new development can reliably respond to, build upon, and draw value from.</p>	<p>Consistent. The proposed project would be developed through a public (City of Huntington Beach) and private (Vans) partnership. The project would be designed and constructed in accordance with the design standards applicable to the Town Center Neighborhood district in the BECSP. All architectural designs, features, and landscaping would be consistent with the requirements of the BECSP.</p>
<p>Re-position disinvested corridor properties to capture value in the contemporary marketplace.</p>	<p>Consistent. The project site has never been developed with urban uses and as such is underutilized vacant land along the Center Avenue and McFadden Avenue corridors. Development of the proposed skate park and retail/concession use would meet market demands in the project area and increase the overall value of commercial property in the City.</p>
<p>Promote new investment that supports the growth and success of Bella Terra and Golden West College.</p>	<p>Consistent. The proposed project would draw visitors for the skate park and retail customers to the project area, which would serve to stimulate activity in the immediate area. Such increased activity would further support economic prosperity within the Bella Terra center and overall increases in tax revenue would facilitate, at least in part, growth and success of Golden West College.</p>

Table 4.E-1 (Continued)

Project Consistency with Applicable Plans and Policies

Goals and Policies	Project Consistency
Build on the presence of Golden West College, Bella Terra, and the existing transit infrastructure to instigate the emergence of a vital and attractive urban district characterized by a synergistic mix of students, customers, residents, pedestrians, transit riders, office workers, and visitors.	Consistent. The proposed project is located between Bella Terra and Golden West College, and is located almost adjacent to the OCTA transit center. As such, the proposed project would complement the diversity of activities occurring in the project area.
Instigate the development of a network of pedestrian-oriented streets, promenades and other public open spaces that encourage walking, and ultimately, walking in combination with transit ridership.	Consistent. The project site is located nearly adjacent to the OCTA transit center, which would encourage skate park visitors and retail customers to utilize public transit to reach the site. Additionally, the skate park itself, by its nature, would attract visitors who would likely walk to skateboard to and from the site along local sidewalks.
Enhance pedestrian, bicycle, and vehicular connections between Golden West College, Bella Terra, the Goldenwest Transit Center, and development along Edinger Avenue	Consistent. The proposed project would enhance the sidewalks and landscaping along the project site frontages on Center Avenue and McFadden Avenue, which would promote pedestrian traffic along these roadways between Bella Terra, the transit center, and Golden West College.
Balance mobility and community development objectives: enable continued market-driven growth and development while 1) maintaining minimum community mobility standards, and 2) furthering patterns of land use and development that contribute toward long-term regional mobility and livability.	Consistent. The proposed project includes a skate park and relatively low intensity commercial use on the project site, which would help to meet current recreational and retail demands in the project area. Further, the project is located in close proximity to the existing OCTA transit facility. Thus the project would encourage the use of public transit or non-vehicular transportation (e.g., walking, skateboarding, bicycling) to reach the site.
Make the most of each increment of new development to build toward a more environmentally sustainable future city and region.	Consistent. The proposed project would represent a piece of the overall development plan for the BECSP area, and is a relatively low intensity project given the modest water and energy demands of the skate park and retail use. Additionally, the proximity of the site to the OCTA transit center would facilitate transit ridership for skate park visitors, which would further reduce transportation-related energy demands and foster greater sustainability.
Insure that new buildings and landscaping contribute to the emergence of an increasingly visible and memorable visual identity appropriate to the unique history and character of the City.	Consistent. The project would provide a high quality, cohesive development on the project site, with complementary architectural features, signage, and landscaping that creates a visually attractive development and creates a unique recreational focal point in the project area.

Table 4.E-1 (Continued)

Project Consistency with Applicable Plans and Policies

Goals and Policies	Project Consistency
Incorporate Crime Prevention through Environmental Design (CPTED) guidelines into designs to reduce the incidence of fear of crime and create an environment to maximize public safety.	Consistent. The skate park would be 100-percent fenced in order to minimize unauthorized site access when the skate park is closed, and site lighting would be provided in order to allow visibility for regular police patrols in the area. The project would incorporate, as appropriate and deemed necessary by the City, CPTED guidelines into the project design for the retail/concession use and skate park facility.

Source: PCR Services Corporation, 2011

(d) City of Huntington Beach General Plan

An amendment to the City’s General Plan Housing Element would be required for project implementation, as the Housing Element currently designates the project site for up to 175 affordable housing units. However, despite the lack of housing units, the proposed project would generally be consistent with the majority of the applicable goals, objectives, and policies contained in the General Plan Land Use Element, as indicated in Table 4.E-1 above. However, since the project would result in significant noise impacts to nearby sensitive receptors during special events, the project would conflict with Policy LU 11.1.5 in the Land Use Element. Additionally, as discussed in Table 4.E-1, the proposed project would not be consistent with the applicable goals and policies contained in the General Plan Housing Element, as no housing would be provided on-site and it is uncertain at this time if the City could provide the 175 affordable housing units elsewhere in the City. Given the physical noise impacts of the project during special events and the related conflicts with the General Plan Land Use Element, as well as the conflicts with the General Plan Housing Element, impacts in this regard would be significant and unavoidable.

(e) Beach and Edinger Corridors Specific Plan

As noted previously, the project site is located within the boundaries of the BECSP, which designates the site exclusively for residential uses. Although the proposed skate park and retail use would require an amendment to the Specific Plan (which is in effect a Zoning Text Amendment [ZTA]) in order to allow for non-residential uses on-site, the proposed project would otherwise be consistent with the Community Objectives of the BECSP. As discussed in Table 4.E-1, the proposed project would provide for additional investment in the BECSP area, would serve as a recreational focal point in the community, and would be designed in accordance with the development standards contained in the BECSP in order to achieve architectural consistency and continuity with surrounding development. Additionally, the proposed project would foster pedestrian activity and other non-vehicular transportation given the nature of the skate park, which necessarily encourages skateboarding, the proximity of the site to the OCTA bus station, the dedication of the “Transit Reserve Area” on-site that would facilitate a future pedestrian transit stop along the adjacent Union Pacific Railroad tracks, and through the provision of sidewalks and bike racks on-site. Finally, the proposed project would incorporate sustainable development features to minimize energy and

water consumption, provide landscaping and architectural features to improve visual identity, and increase safety/security through security lighting and fencing. As such, the proposed project would not conflict with the overall intent of the BECSP and the applicable Community Objectives contained therein, and impacts would be less than significant.

(f) City of Huntington Beach Zoning and Subdivision Ordinance

As indicated above, the project site is located within the BECSP area, and therefore the proposed project would be subject to the land use controls and other requirements included therein. The project is subject to the Huntington Beach Zoning and Subdivision Ordinance (Chapter 231) requirement that parking spaces be nine (9) feet wide and 19 feet deep with a drive aisle width of 26 feet of “backup area” to allow for 90-degree turns into parking stalls. The proposed parking spaces have been designed at only 17 feet deep with a drive aisle width of 25 feet. Such deviations from the parking standard requirements require approval of a Variance, approval of which the applicant is also seeking. The requested variance is being applied for as a result of the physical site constraints which limit the project’s ability to meet the City parking standards without reduced parking space dimensions. While the proposed parking space dimensions would vary from the requirements of the Huntington Beach Zoning and Subdivision Ordinance (Chapter 231), approval of the proposed variance would not result in adverse physical impacts to the environment. Therefore, since no adverse physical impacts would occur from the requested variance and the project would not conflict with the overall intent of the BECSP and the applicable Community Objectives contained therein (as discussed above,) less than significant impacts with regards to consistency with the Huntington Beach Zoning and Subdivision Ordinance would occur.

3. CUMULATIVE IMPACTS

4.E-2 The build-out of the project in combination with cumulative development within the BECSP area would result in less than significant cumulative land use impacts.

The proposed project would result in direct conflicts with various goals and policies of the City’s General Plan, and would also result in localized physical impacts that would create additional land use conflicts in the immediate area of the site. However, in the context of the overall BECSP area and the City of Huntington Beach the significant land use impacts associated with these physical effects would not be considered significant given the fact that such impacts are the result of adjacency to the project site. Assuming that other current and future development projects within the BECSP area would be subject to environmental review on a project-by-project basis to evaluate each project’s consistency with applicable plans, policies, and regulations, cumulative land use impacts in this regard would be less than significant. Similarly, given that cumulative development in the BECSP would be reviewed by the City regarding compatibility with nearby land uses, and mitigation provided to address any physical impacts of cumulative projects, as necessary, cumulative land use consistency impacts are anticipated to also be less than significant.