
Chapter 2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

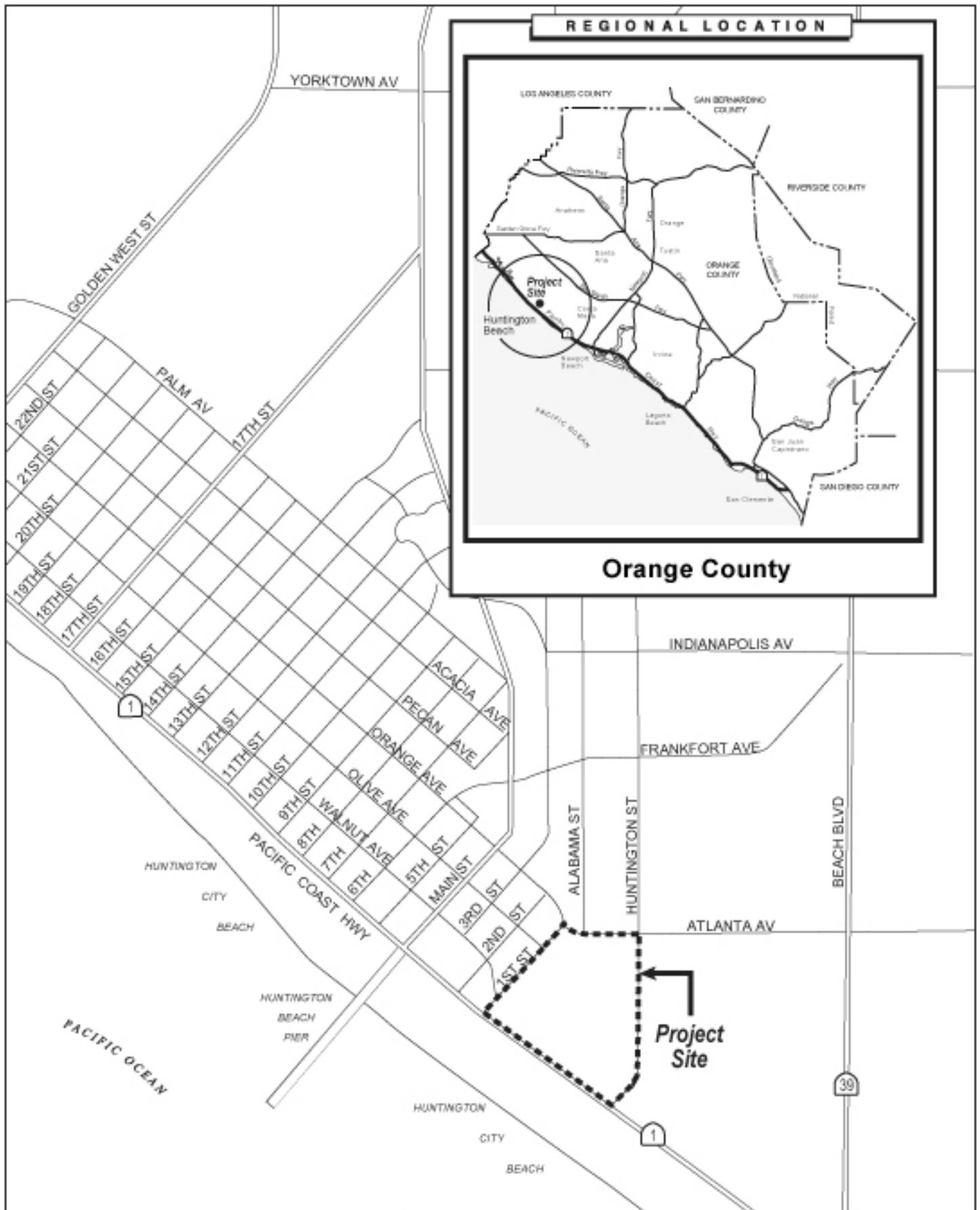
The proposed project is a 31.5 gross-acre parcel of land located north of the Pacific Ocean within the City of Huntington Beach in western Orange County, California. Figure 2-1 illustrates the regional location of the City of Huntington Beach and the location of the proposed project.

The site is located immediately inland and north of State Route 1 (also referred to as Pacific Coast Highway [PCH]) and includes approximately 0.25 mile of frontage along this roadway. The site is bounded by PCH on the south, First Street on the west, Huntington Street on the east, and Atlanta Avenue on the north, as shown in Figure 2-2. Regional access to the City and the project site is provided by Interstate 405 (the San Diego Freeway), Beach Boulevard, and PCH (State Route 1).

2.2 EXISTING SITE CHARACTERISTICS

Existing characteristics of the project site are summarized in Table 2-1.

<i>Component</i>	<i>Relevant Information</i>
Address	21002 Pacific Coast Highway
Applicant/Property Owner	Makallon Atlanta Huntington Beach, LLC 4100 MacArthur Boulevard, Suite 150 Newport Beach, CA 92660 (949) 255-1100
Assessor's Parcel Number (APN)	024-271-05
Site Area	31.5 gross acres
Existing Land Use	Vacant
Zoning Designation	Downtown Specific Plan Districts 7 and 8A.
General Plan Designations	CV-F7-sp (Commercial Visitor—maximum floor area ratio of 3.0—Specific Plan) and RH-30-sp (Residential High Density—maximum 30 units/net acre—Specific Plan). The project site is also designated as General Plan Subareas 4C and 4I.



Not to Scale

SOURCE: EIP Associates 2003



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FIGURE 2-1

Project Vicinity & Regional Location Map

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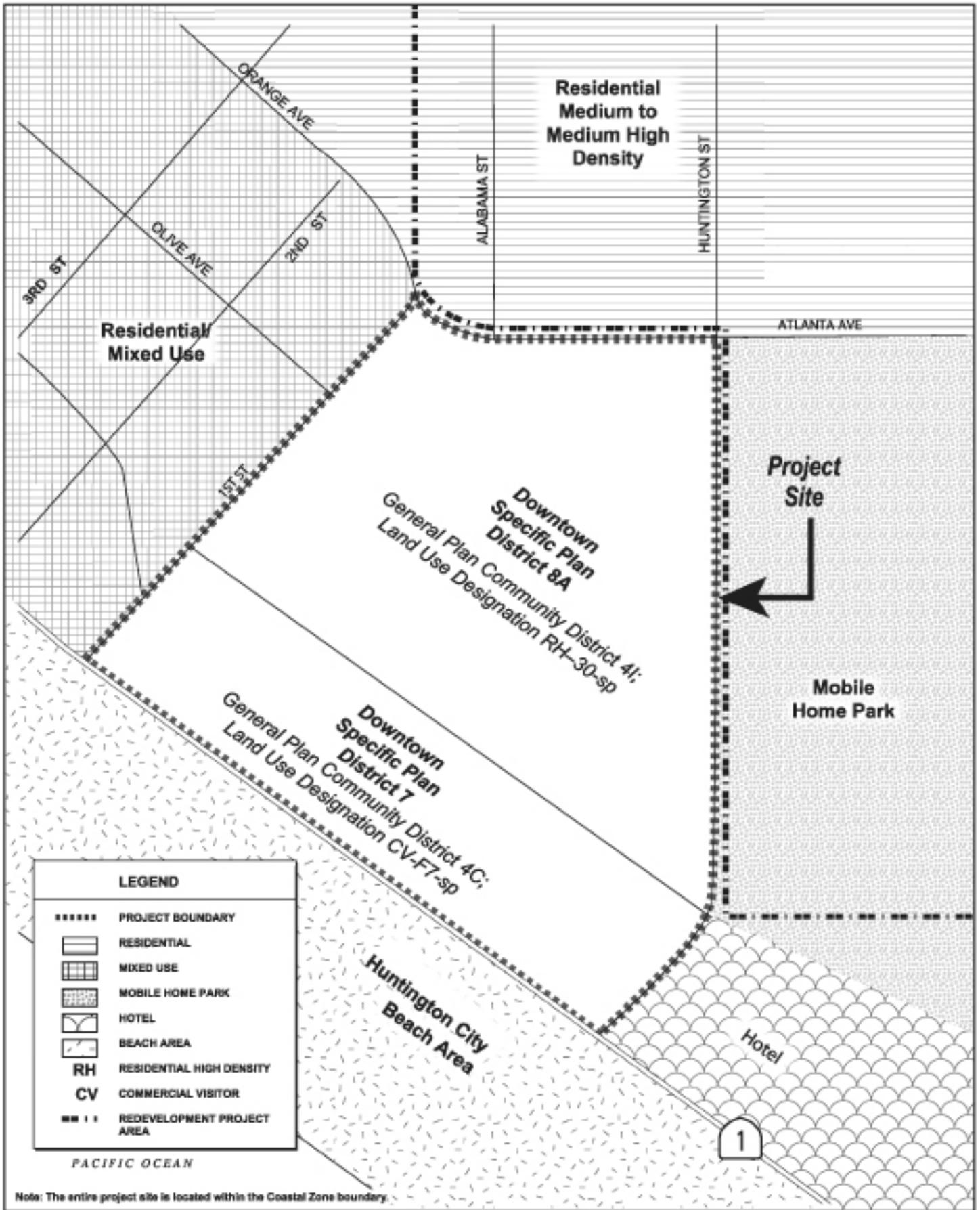


FIGURE 2-2
Existing Site Overlays and Surrounding Uses
 City of Huntington Beach • Pacific City EIR

2.2.1 Existing On-Site Land Use

The project site is vacant, although the southwest corner of the site was recently used as a temporary staging/storage facility for beach cleaning equipment and employee vehicles for the City of Huntington Beach. Oily soil remediation is currently underway pursuant to Conditional Use Permit 00-36/Coastal Development Permit 00-09, and completion of the current effort is anticipated in early 2004. This remediation is occurring as an action independent of the proposed project. Some remediation would occur during project construction as detailed in the remediation plan for the site (Harding ESE 2002b). This is discussed in Section 3.7 (Hazardous Materials).

The site has been disced regularly to maintain the site and prevent the growth of unwanted vegetation. The site was most recently disced in July 2003, with additional vegetation removal occurring in September 2003.

Southern California Edison currently maintains aerial transmission lines along the First Street property boundary and regional 66kV transmission facilities along the Atlanta Avenue site boundary. A variety of former uses have occurred on the site, as described in Section 2.2.4.

2.2.2 Surrounding Land Uses

The project site is located in an area generally described as the City's Downtown. Surrounding land uses and zoning are as follows:

- *East (across Huntington Street)*—Pacific Mobile Home Park, zoned as Manufactured Home Park, and Hilton Waterfront Beach Resort, zoned as Downtown Specific Plan District No.9
- *North (across Atlanta Avenue)*—Residential uses, zoned as Medium High Density Residential—Small Lot Sub District
- *West (across First Street)*—Various uses: a restaurant, vacant lots, oil production and storage facilities, small apartment units and single-family homes, zoned as Downtown Specific Plan Districts No.3 and No.5
- *South (across PCH)*—Huntington City Beach, zoned as Downtown Specific Plan District No.11

For additional detail on surrounding land use and zoning designations, refer to Figures 3.9-1 (General Plan Land Use Map) and 3.9-2 (Downtown Specific Plan Districts) in Section 3.9, Land Use, of this EIR.

The Pacific Mobile Home Park, across Huntington Street to the northeast of the project site, includes approximately 235 mobile homes and a community center. The Hilton Waterfront Beach Resort, located at

21100 PCH, immediately east of the project site, is a 12-story facility that includes 290 guest rooms, 24 suites, banquet and meeting rooms, a pool, tennis courts, and two restaurants. The Hyatt Regency Resort opened in January 2003 immediately to the east of the Hilton Waterfront Beach Resort. This resort includes two restaurants, a guest pool and outdoor gathering areas, a retail shopping plaza, 517 guest rooms, and a 52,000-square-foot conference center.

A number of residential uses, including a large, three-story residential complex; one-, two- and three-story, single-family residential units; duplexes; and small apartment complexes are located north of the site. To the west, a fast-food restaurant occupies the corner of PCH and First Street. New, for-sale residential units are under construction east of the project site and immediately north of the Hyatt Regency Resort. Small apartment buildings and vacant lots (some used to store oil production equipment or tanks) occupy the remaining properties along First Street. To the southwest, across PCH, a wide beach with adjacent parking, visitor facilities and a variety of recreational amenities, extends 8.5 miles from the Santa Ana River jetty through Huntington Beach to Sunset Beach/Surfside.

Approximately 0.25 mile north of the project site lays the core of the City's Downtown area. This area consists of small lots and short blocks that have been developed in a consistent grid pattern and include bricked, pedestrian-friendly crosswalks on Main Street in the Huntington Beach Pier area. Development is generally one to four stories in height on relatively small parcels, although recent development has consolidated sites ranging from half a block to a full block in size. Development is focused on visitor-serving uses, such as beachwear, restaurants, entertainment (movie theater), and other retail uses.

2.2.3 Existing General Plan/Zoning Designations

A number of General Plan and zoning designations are applicable to and/or overlay the project site, as shown in Figure 2-2. In addition to the General Plan designations, the project site is within the Downtown Specific Plan area, the Main-Pier Redevelopment Project Subarea, and the California Coastal Zone.

General Plan

There are two General Plan land use designations that apply to the site (Figure 2-2): (1) CV-F7-sp (Commercial Visitor—maximum floor area ratio of 3.0—Specific Plan) and (2) RH-30-sp (Residential High Density—maximum 30 units/net acre—Specific Plan). The project site is also designated as General Plan Subareas 4C and 4I. The General Plan identifies Community Districts and Subareas in the City and provides the intended functional roles of these Subareas, in addition to specific design and development standards that supplement the policies provided for each land use category. Table 2-2 summarizes design and development provisions applicable to the proposed project's Subareas.

Table 2-2 Summary of Applicable Design and Development Provisions

<i>Subarea</i>	<i>Characteristic</i>	<i>Standards and Principals</i>
4C PCH/First (Lake) Street	Permitted Uses	<u>Category: Commercial Visitor (“CV”)</u> Visitor-serving and community-serving commercial uses, restaurants, entertainment, and other uses (as permitted by the “CV” and “CG” land use categories)
	Density/Intensity	<u>Category: “-F7”</u> <ul style="list-style-type: none"> ■ Height: eight (8) stories
	Design and Development	<u>Category: Specific Plan (“-sp”)</u> <ul style="list-style-type: none"> ■ Establish a unified “village” character, using consistent architecture and highly articulated facades and building masses. ■ Require vertical setbacks of structures above the second floor. ■ Incorporate pedestrian walkways, plazas, and other common open spaces for public activity. ■ Provide pedestrian linkages with surrounding residential and commercial areas. ■ Establish a well-defined entry from PCH. ■ Maintain views of the shoreline and ocean.
4I Atlanta-First (Lake) Street	Permitted Uses	<u>Category: Residential High (“RH”)</u> Multifamily residential, parks and other recreational amenities, schools, and open spaces.
	Density/Intensity	<u>Category: “-30”</u> <ul style="list-style-type: none"> ■ Height: four (4) stories
	Design and Development	<u>Category: Specific Plan (“-sp”)</u> <ul style="list-style-type: none"> ■ Requires the preparation and conformance to a specific or master plan ■ Establish a cohesive, integrated residential development in accordance with the policies and principles stipulated for “New Residential Subdivisions” (Policies 9.3.1-9.3.4) ■ Allow for the clustering of mixed density residential units and integrated commercial sites ■ Require variation in building heights from two (2) to four (4) stories to promote visual interest and ensure compatibility with surrounding land uses.

Downtown Specific Plan

The City’s Implementing Ordinances (Zoning Code and Specific Plans) are the primary implementing measure of the City’s Coastal Element (i.e., Land Use Plan) for property located within the Coastal Zone. For the subject property, the Downtown Specific Plan sets forth regulations regarding land use, the development review process, and development standards. The Downtown Specific Plan includes specific development regulations and zoning standards that are intended to supplement and/or supersede the Zoning Ordinance to promote the unique character of the particular subarea.

The project site includes two zoning designations, Specific Plan District No. 7 and Specific Plan District No. 8A, which are separated by the planned extension of Pacific View Avenue through the site.

The portion of the site that fronts PCH and extends northeast to the proposed extension of Pacific View Avenue (Walnut Avenue) is within District No. 7, “Visitor-Serving Commercial.” The Downtown Specific Plan requires that District No. 7 is master planned primarily as a visitor-serving commercial project, which could be implemented over a number of phases. The principal purpose of this District is to provide

commercial facilities to serve seasonal visitors to the beach, as well as to serve local residents on a year-round basis. This District also provides a continuous commercial link between the Downtown and the visitor-serving commercial/recreation District near Beach Boulevard. “Visitor-serving commercial uses must be a part of all development proposals in this District, with a minimum requirement that the entire street level be devoted to Visitor-Serving Commercial Uses” (Downtown Specific Plan, 2002).

The balance of the site is the area inland of the future Pacific View Avenue extension and is designated as Downtown Specific Plan District No. 8A, “High Density Residential.” The purpose of this District is to allow high density residential uses. New residential development would provide a population base to help support the commercial and office uses in the Downtown area. A portion of this district has a Resource Production Overlay, which provides development standards in order to permit oil production activities on site, if proposed (Downtown Specific Plan, 2002).

Other Planning Designations

The project site is within the Coastal Zone and is situated within Zone 4 of the Coastal Element of the City of Huntington Beach General Plan. This portion of the Coastal Zone extends from Goldenwest Street south to Beach Boulevard, generally extending along Walnut Avenue to Sixth Street and Hartford and Indianapolis Avenues. The Zone 4 subarea is further defined by several significant mixed-use and commercial-retail projects, one of which is the project site.

The project site is also within the Main-Pier Redevelopment Subarea. The Main-Pier Redevelopment Subarea is the Huntington Beach Redevelopment Agency’s largest subarea. It includes 336 acres located along the City’s beach area and encompasses the Downtown. The Subarea is characterized by a mix of new retail and office development and the preservation and enhancement of older buildings.

Precise Plan of Street Alignment (PPSA No. 88-1) and Ordinance 2961 establish the alignment for the extension of Pacific View Avenue through the site. The PPSA provides for a 90-foot right-of-way (ROW) between Huntington and First Streets.

2.2.4 Former Uses of the Site

Construction activities on the project site have been documented since the late 1800s. A variety of former uses have occurred on the site, including the following: Southern Pacific Railroad tracks; various branches of the Los Angeles Interurban (Pacific Electric) Railroad; San Pedro Lumber Company Lumberyard and Planning Mill; Huntington Beach Light and Power Facility; Huntington Beach Icehouse; two Federal Supply Company warehouses for oil supplies; Municipal Auto Camp Ground for newly arrived families to

Huntington Beach; beach bungalows; tent cabin campgrounds; single-family homes; agriculture; oil production facilities; trailer park; Huntington Shores Motel; and the Grinder Restaurant.

Most recently, the Grinder Restaurant and Huntington Shores Motel were located on the site. These uses were demolished in year 2000. Oil production facilities, which were owned and operated by Chevron Corporation, were also previously located on the site. The majority of these uses were initially abandoned in 1988, although one well was abandoned in 1976 and another in 1979.

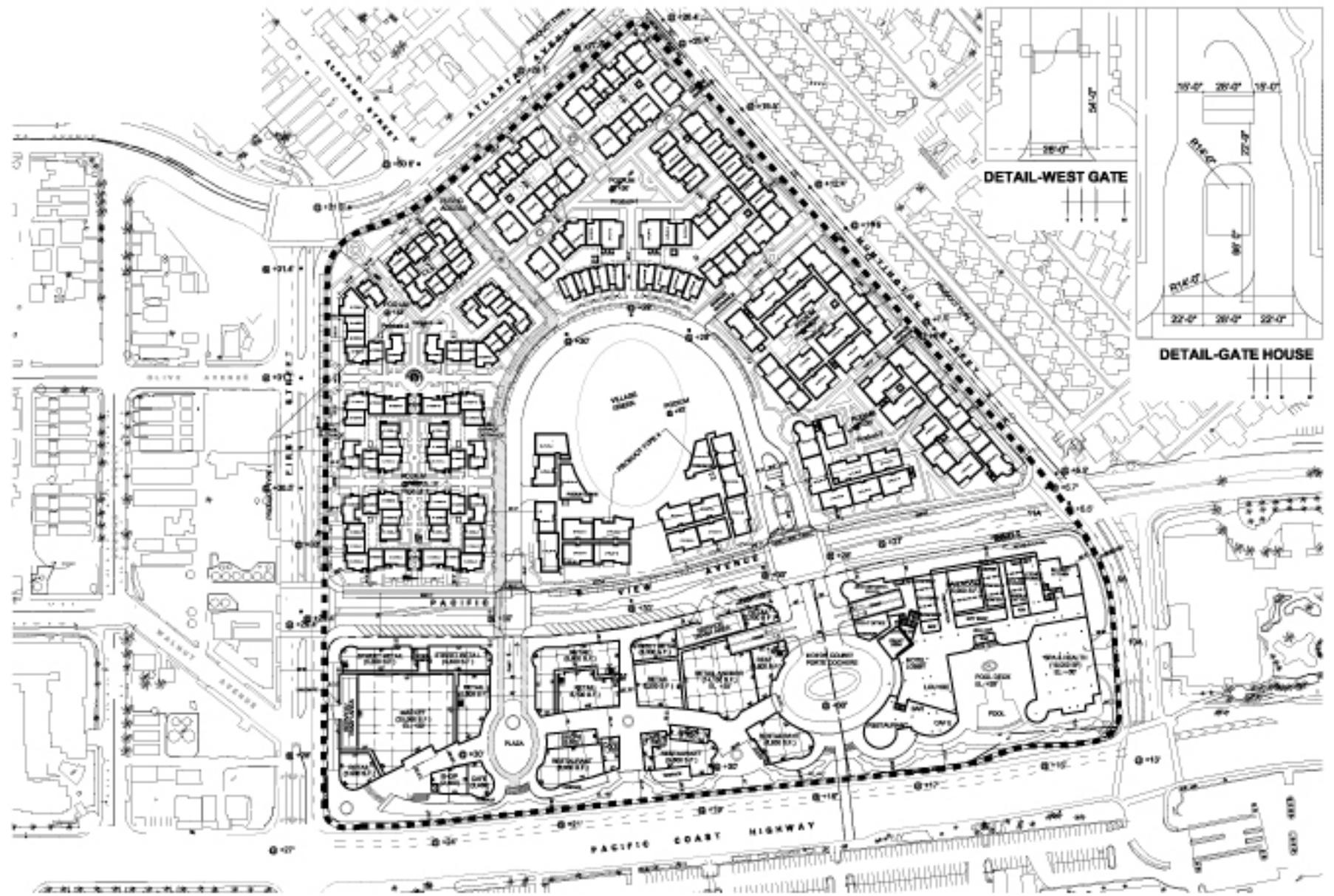
Oil well reabandonment was completed from 1997 through 1999. The site was also used for soil export to the Hyatt Regency Resort development site to the east at PCH and Beach Boulevard. Soil removal activities involved the export of approximately 226,000 cubic yards of soil from the project site. This activity occurred independent of the development currently proposed for the project site. Soil export was completed in 1999, and there are no remaining on-site activities associated with this work.

2.3 PROPOSED PROJECT DEVELOPMENT

The Pacific City project proposes two uses: (1) a mixed-use visitor-serving commercial center; and (2) a residential village. The net acreage dedicated to each of the proposed uses is shown in Table 2-3. The proposed site plan is shown in Figures 2-3a through 2-3d. Other than the hotel towers, which would be eight stories in height, development would be up to four stories in height. Each of these first four floors of development is shown separately in the site plan figures.

<i>Use</i>	<i>Number of Acres</i>
Visitor-Serving Commercial District	10.6
Residential Village	17.2
ROW Improvements	3.7
Total	31.5

SOURCE: Makallon Atlanta Huntington Beach, LLC, July 7, 2003b



Not to Scale

SOURCE: Makalon Atlanta Huntington Beach, LLC. 2003a



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FIGURE 2-3a
Proposed Site Plan – Floor Plan Street/Podium Level

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Not to Scale

SOURCE: Makalon Atlanta Huntington Beach, LLC. 2003a



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FIGURE 2-3c
Proposed Site Plan – Floor Plan Level Three

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Not to Scale

SOURCE: Makalon Atlanta Huntington Beach, LLC. 2003a



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FIGURE 2-3d
Proposed Site Plan – Floor Plan Level Four

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2.3.1 Visitor-Serving Commercial Center

The visitor-serving commercial component of the project site would be located in District No. 7 as designated in the Downtown Specific Plan, on approximately 10.6 net acres of the site adjacent to PCH. Proposed uses would be consistent with those permitted in this District and include hospitality (i.e., hotel) and commercial facilities. Table 2-4 summarizes the major project features of the visitor-serving commercial component, and Table 2-5 lists the types of uses proposed and the allotted space for each use.

**Table 2-4 Summary of Project and Site Characteristics:
Visitor-Serving Commercial Center**

<i>Component</i>	<i>Site Characteristics</i>
Proposed Land Use	Hotel uses, retail, restaurant, cultural, entertainment, office (i.e., visitor-serving commercial uses)
Proposed Square Footage	Hotel: up to 370,000 square feet, including 400 rooms Commercial: up to 240,000 square feet Total of up to 610,000 square feet
Building Height	Up to eight stories above grade, with an additional 14 feet for mechanical and elevator height allowances Two levels below grade (subterranean garage)
Proposed Parking Spaces	Subterranean: 1,543 Pacific View Avenue: 55
Project Access	Vehicular: First Street (service only), Huntington Street (service only), and Pacific View Avenue (service and public) Pedestrian: Pacific Coast Highway and Pacific View Avenue

SOURCE: Makallon Atlanta Huntington Beach, LLC, July 3, 2003a

Table 2-5 Proposed Commercial Uses

<i>Component</i>	<i>Square Footage</i>
Visitor-Serving Commercial Uses (6.4 net acres)	
Retail	141,100 sf
Restaurants/Clubs	38,900 sf
Office	60,000 sf
Total	240,000 sf
Hotel Uses (4.2 net acres)	
400 Guest Rooms	334,000 sf
Ballroom	16,000 sf
Spa (30 treatment rooms)	15,000 sf
Restaurant	5,000 sf
Total	370,000 sf

SOURCE: Makallon Atlanta Huntington Beach, LLC, July 3, 2003a

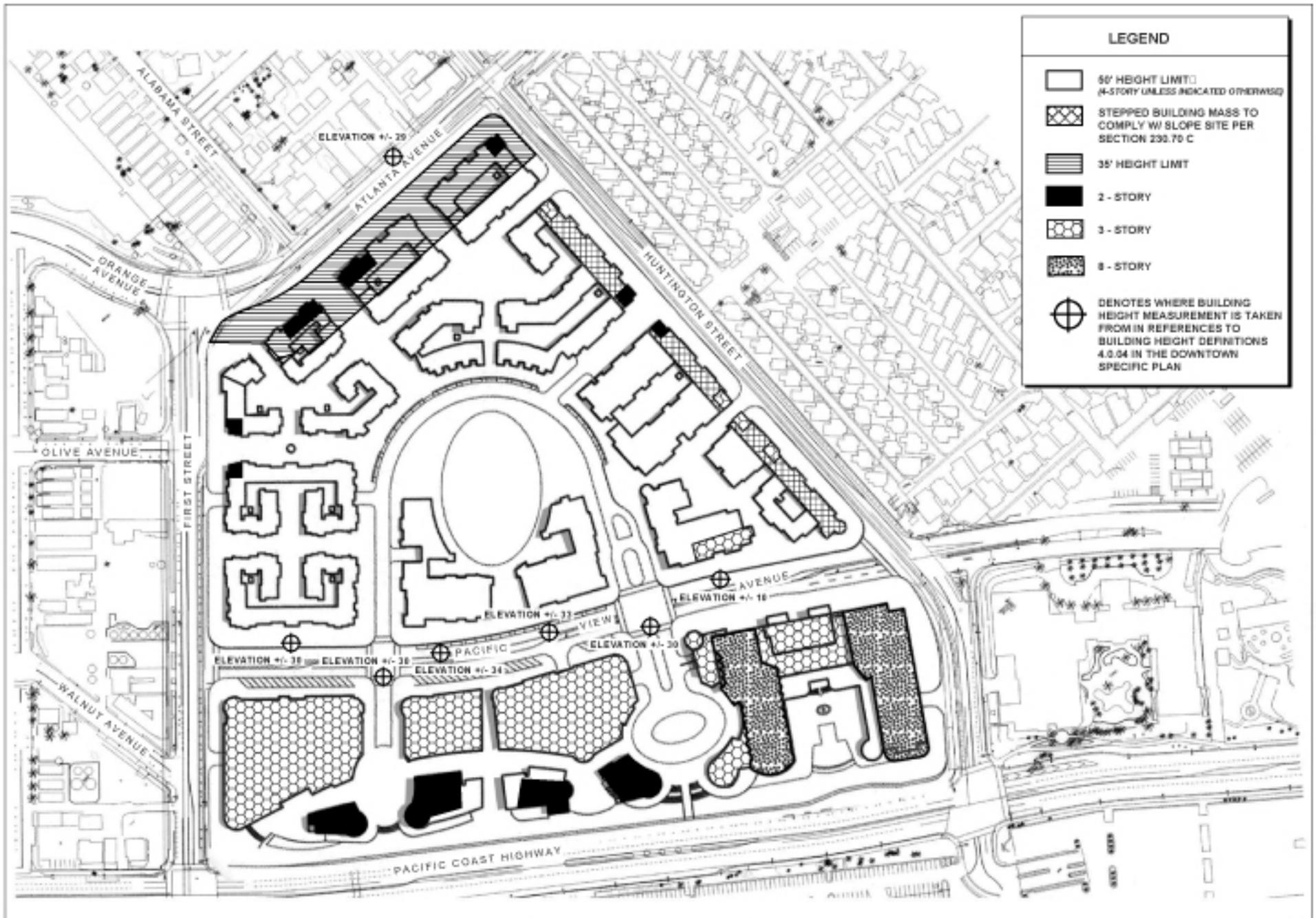
The hotel uses within this portion of the site will include hospitality-related facilities, with up to 400 guest rooms; a pool, spa, fitness and yoga center; a restaurant, lounge, and bar; a pool area grille; resort retail shops; and meeting/banquet and conference facilities. The development of District No. 7 is proposed to include a maximum of 240,000 square feet of retail, restaurant, entertainment, office, and cultural facilities (i.e., visitor-serving commercial uses), with lot coverage of 50 percent. The International Surfing Museum, currently located at 411 Olive Avenue, could be relocated to the site as a component of the cultural amenity.

The proposed hotel facility would be located at the easterly end of the visitor-serving commercial area, at the intersection of Huntington Street and PCH. Hotel facilities and amenities would include entertainment lounge and/or lobby lounge, function facilities, food and beverage services, and ocean view plaza with swimming pool and spa.

Structures would range in height from two to eight stories, as shown on Figure 2-4. Eight-story development would be associated with the hotel uses, while visitor-serving commercial and office structures would be one to three stories in height.

Open space in this portion of the project site would include areas around the buildings, as well as large open space promenades fronting the hotel and visitor-serving commercial uses. Development would be structured around plazas and courtyards that would be connected by pedestrian pathways. Refer to Section 2.3.3, below, for a complete discussion of pedestrian access and circulation.

Commercial architecture would comply with the City's Urban Design Guidelines, while the landscape concept for the commercial component would also be consistent with the Downtown Specific Plan and City Urban Design Guidelines, with emphasis on California and Mediterranean plants and materials. Numerous varieties of palms and other large tree species would be planted in addition to groundcover, vines, and shrubs including Aloe, Lavender, and Passion Flower. Entry areas would include street trees and ornamental landscaping, architectural monumentation, and enhanced paving. A sign program, which would meet the objectives of the Downtown Specific Plan and Design Guidelines, would be planned and implemented at a later date through adoption of a Pacific City Sign Program, which would be subject to review and approval by the City Design Review Board.



Not to Scale

SOURCE: EIP Associates 2003



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**FIGURE 2-4
Proposed Building Heights**

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2.3.2 Residential Village

The residential component of the project site would be located within District No. 8A (High Density Residential) of the Downtown Specific Plan. This project component would occupy the approximately 17.2-net acre northeastern portion of the project site. A total of approximately 516 condominiums would be developed at an average of 30 dwelling units per net acre, with 42 percent lot coverage. Development would include two- to four-story structures with a variety of architecture and dwelling unit types and sizes, clustered around recreational amenities to serve the project residents. Table 2-6 summarizes the site characteristics of the residential component, and Table 2-7 lists the types of residential units proposed.

Table 2-6 Summary of Project and Site Characteristics: Residential Village

<i>Component</i>	<i>Site Characteristics</i>
Proposed Land Use	Condominium
Residential Dwelling Units Proposed	516
Building Height	Maximum four stories above grade (up to 50 feet) Two levels below grade (subterranean garage)
Proposed Parking Spaces	Subterranean: per code 1,341 Loop Road: approximately 19
Open Space	Common: 9.28 net acres Private: 1.78 net acres Total: 11.06 net acres
Project Access	Vehicular: Pacific View Avenue (two access points), First Street and Huntington Street (two access points) Pedestrian: Pacific View Avenue, First Street, Huntington Street, Atlanta Avenue

SOURCE: Makallon Atlanta Huntington Beach, LLC, July 7, 2003b

Table 2-7 Residential Units

<i>Unit</i>	<i>Type</i>	<i>Number of Units</i>	<i>Avg. SF</i>	<i>Total SF</i>	<i>Req. Parking</i>
Type 1	1, 2 & 3 BD/2 & 3 BA	199	999	198,880	395
Type 2	2 & 3 BD + Den/3 BA	125	2,019	252,320	351
Type 3	2 BD + Den/3 BA	124	2,055	254,870	310
Type 4	2 BD + Den/3 BA	68	1,940	131,920	208
Total Residential	All units	516	1,624	837,990	1,264
Common Area & Decks				251,397	
Total Building Area				1,089,387	

SOURCE: Makallon Atlanta Huntington Beach, LLC, July 3, 2003a

Common open space would include public access corridors and several common recreational areas. Public access corridors would extend from First Street, Atlanta Avenue, and Huntington Street, and connect with the loop road that extends from Pacific View Avenue. Pedestrian pathways would provide access from inland areas to the proposed visitor-serving commercial uses, as well as to the beach. Refer to Section 2.3.3,

below, for a complete discussion of pedestrian access and circulation. Recreational facilities would include five recreational areas, the largest of which is identified as the “Village Green” in the center of the proposed residential area adjacent to the loop road. This 2.5-acre area would be accessible to the public. The four other individual recreational areas would be located throughout the residential component and would primarily serve residents of the proposed project, although Area 1, at the corner of First Street and Atlanta Avenue, would be publicly accessible. Additional common open space areas would be situated around all the residential buildings, as shown in Figure 2-5a. Private open space would be provided through patios, balconies, and stoops, as shown in Figure 2-5b.

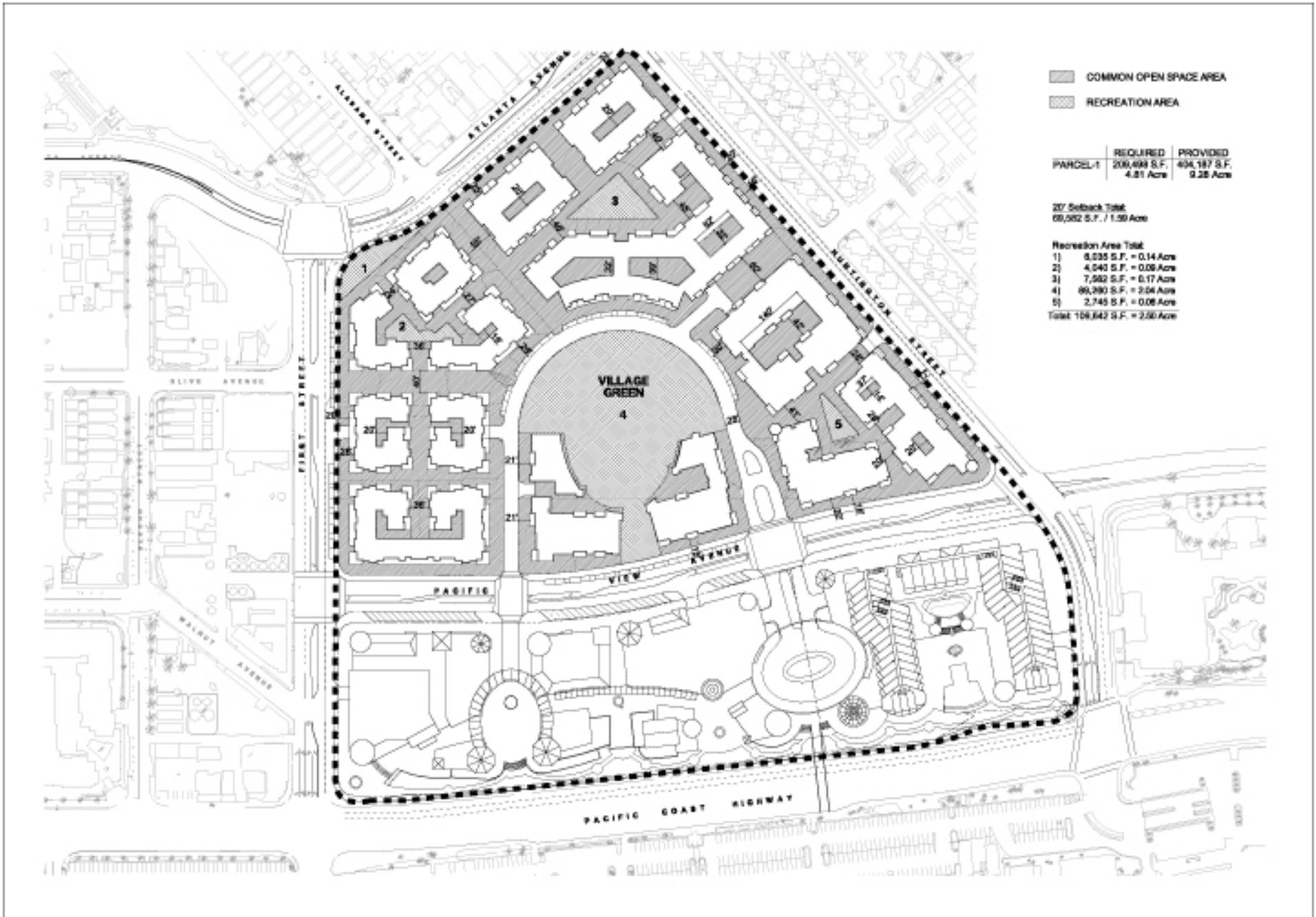
Parking would be provided in subterranean garages and in surface parking areas along the interior collector street. A total of 1,360 spaces would be provided for residential uses. A minimum of two parking spaces in the subterranean garage would be provided for each unit. In addition, subterranean and surface parking would be provided to serve guests of the community, as required by the Zoning Code.

Residential village architecture would comply with the City’s Urban Design Guidelines. The landscape concept for the residential village district set forth in the Conceptual Master Plan would also be consistent with the Urban Design Guidelines, which strives to achieve compatibility with the existing surroundings. Proposed landscaping would feature prominent evergreen trees such as Jacaranda and Magnolia, as well as several varieties of palms. In addition, various flowering and evergreen shrubs would be planted, including Bougainvillea, agave, and star jasmine, as well as other vines and groundcovers.

Affordable Housing is proposed to be provided by a combination of on- and off-site units in compliance with the City’s Housing Element and Redevelopment Agency requirements. Fifteen percent, or 78 affordable units, have been identified as the Agency obligation based on the Applicant’s proposed 516 units in the submitted site plan and related applications. A total of 39 moderate-income units are proposed on site, with the balance of units proposed off site. Section 3.11 (Population and Housing) provides detail on the project obligations for affordable housing.

2.3.3 Vehicular and Pedestrian Circulation Improvements

Vehicular and pedestrian access to the project site would be provided by a combination of existing and proposed roadways, as described in this section. A summary of proposed roadway improvements and project accesses is provided in Table 2-8. Roadway widening proposed by the project would be accomplished by widening onto the project site. Encroachment into property surrounding the site is not proposed as part of the project.



COMMON OPEN SPACE AREA
 RECREATION AREA

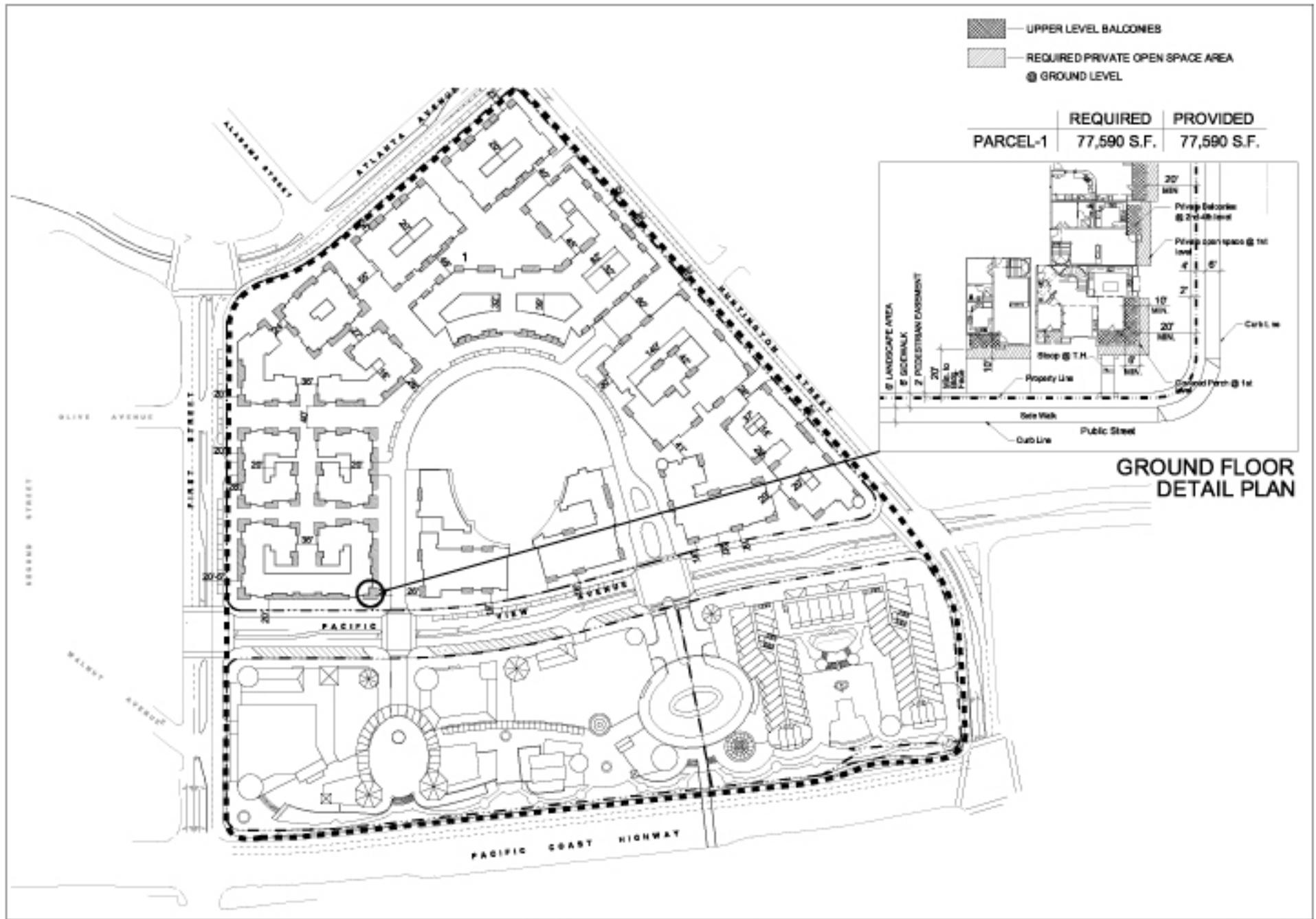
PARCEL	REQUIRED	PROVIDED
1	200,498 S.F. 4.61 Acre	434,187 S.F. 9.98 Acre

20' Setback Total
69,582 S.F. / 1.59 Acre

Recreation Area Total:

1)	5,035 S.F. = 0.14 Acre
2)	4,040 S.F. = 0.09 Acre
3)	7,582 S.F. = 0.17 Acre
4)	86,280 S.F. = 2.04 Acre
5)	2,745 S.F. = 0.06 Acre
Total	106,682 S.F. = 2.46 Acre





Not to Scale

SOURCE: Makalon Atlanta Huntington Beach, LLC. 2003a



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FIGURE 2-5b
Private Open Space Diagram

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Table 2-8 Summary of Proposed Roadway Improvements

Roadway	Proposed Project Improvements
Pacific Coast Highway	<p>Dedicate ROW north of centerline</p> <p>Widen PCH on north side for provision of a third westbound through lane and future bike lane</p> <p>Remove parallel parking on north side of roadway and replace on-site</p> <p>Close existing median opening and install median landscaping along a portion of PCH, between First and Huntington Streets</p> <p>Pedestrian site access to commercial component</p> <p>Two at-grade crosswalks at intersections of First and Huntington Streets</p> <p>Grade-separated pedestrian overcrossing over PCH to beach area could be constructed in the future</p> <p>Provide an Orange County Transportation Authority bus turnout on the north side of PCH, west of Huntington Street</p>
Atlanta Avenue	<p>Dedicate ROW between First Street and Huntington Street, south of centerline</p> <p>Additional eastbound travel lane</p> <p>Sidewalk, curb and gutter, paving, and a landscaped median between First and Huntington Streets</p> <p>Pedestrian access to residential component</p>
Huntington Street	<p>Dedicate ROW between Pacific View Avenue and Pacific Coast Highway, west of centerline</p> <p>Additional southbound travel lane between PCH and Pacific View</p> <p>Southbound right turn lane at PCH</p> <p>Provide traffic signal at intersection with Atlanta Avenue</p> <p>Landscaped median between Pacific View Avenue and PCH</p> <p>Vehicular service access to commercial component</p> <p>Vehicular resident-only access to residential component</p> <p>Pedestrian access to residential component</p>
First Street	<p>Dedicate ROW east of centerline between Atlanta and Pacific View Avenue for an ultimate configuration with a 100-foot-wide right-of-way</p> <p>Additional southbound and northbound travel lane between PCH and Atlanta</p> <p>Additional southbound left-turn lane onto PCH</p> <p>Sidewalk, curb and gutter, paving, and landscaped medians</p> <p>Vehicular service access to commercial component</p> <p>Vehicular resident-only access to residential component</p> <p>Pedestrian access to residential component</p>
Pacific View Avenue	<p>Extension of roadway, which currently exists only from Huntington Street to approximately 500 feet east along the existing Waterfront Hilton project, through site in a 90-foot ROW, in compliance with the Precise Plan of Street Alignment</p> <p>Interim Condition: One lane of traffic in each direction, with a center turning lane, on-street bike lanes and pedestrian crosswalks</p> <p>Angled parking on south side of roadway</p> <p>Parallel parking on north side of street for proposed public park</p> <p>Ultimate Condition: Primary Arterial Street</p> <p>Four-lane divided cross section within the 90 foot ROW.</p> <p>No angled parking</p> <p>Some on-street parallel parking</p> <p>Parallel parking on north side of street for the proposed public park</p> <p>One lane of traffic in each direction with a center turning lane, on-street bike lanes and pedestrian crosswalks</p> <p>Angled parking on south side of roadway</p> <p>Sidewalk, curb and gutter, paving, and landscaped medians</p> <p>Three vehicular accesses to commercial component (two public and one service)</p> <p>Two vehicular accesses to residential component (residents and guests)</p> <p>Pedestrian access to residential and commercial components</p>

SOURCE: Makallon Atlanta Huntington Beach, LLC, July 7, 2003b

Off-Site Vehicular Circulation and Parking

Pacific Coast Highway. PCH is designated in the Circulation Element of the General Plan as a Major Arterial Highway, and the Caltrans Route Concept Report and the County of Orange Master Plan of Arterial Highways (MPAH) set the standards for this roadway. It has an existing 84-foot pavement width, including a 12-foot median and an 8-foot sidewalk on the inland side. There are two lanes of travel in each direction at the eastern end of the project site, and three lanes of travel in each direction at the western end of the project site. In addition, a median break with an eastbound left-turn pocket is located approximately 800 feet from the eastern project boundary (Huntington Street and PCH). Presently, metered parallel parking is provided on both sides of the street, with 27 metered parking spaces located along the north side of PCH fronting the Pacific City project site. As required by Caltrans, PCH will include three travel lanes and an on-street bike lane along the project frontage. These improvements would be implemented by the proposed project and result in the removal of the 27 metered parking spaces along the project frontage. Project design includes parking spaces to replace the loss of these parking spaces in the commercial parking structure. An Orange County Transportation Authority (OCTA) bus turnout will be provided on the north side of PCH, west of Huntington Street. No vehicular access from this roadway would be provided.

Atlanta Avenue. This street is currently designated as a Primary Arterial Street in the Circulation Element. Atlanta Avenue has an existing 45-foot pavement width and 63-foot ROW east of Huntington Street and 45-foot pavement width and 58-foot ROW west of Huntington Street. Additional right-of-way would be dedicated and constructed between First Street and Huntington Street, south of the centerline (within the project site) to allow for street improvements as part of the proposed project, including an additional eastbound travel lane. Widening of this street would occur; however, no vehicular access to the site from this roadway would be provided to the project site. The exact dedication would vary depending on the location due to the centerline location and the curve in the roadway. As discussed under Huntington Street below, a traffic signal would be installed at the intersection of Huntington Street and Atlanta Avenue.

Huntington Street. Huntington Street, between Atlanta Avenue and Pacific View Avenue, is currently configured as a collector street with a 40-foot pavement width and 10-foot ROW on both sides of the street for sidewalk and parkway improvements. An existing sidewalk is located on the west side of the street. Huntington Street, between Pacific View Avenue and PCH is designated as a 4-lane secondary arterial but has a current configuration that includes 32 feet of pavement width-to-curb and 8-foot sidewalk east of the centerline and 20 feet of pavement width-to-curb and 10-foot sidewalk west of the centerline. Ten feet of ROW would be dedicated between Pacific View Avenue and PCH, west of the centerline to allow for the full secondary arterial ROW with sidewalks as well as curb and gutter improvements. An additional southbound travel lane between PCH and Pacific View would be provided, as would a southbound right

turn lane at PCH. Project accesses from Huntington Street would include a service entrance to the commercial component and two resident-only entrances to the residential component. A traffic signal would be installed at the intersection of Huntington Street and Atlanta Avenue. The need for this signal was established by previous environmental documentation for the Waterfront Development Project, SEIR 82-2.

First Street. First Street is designated as a Primary Arterial Street, but has a current configuration that varies with a 75-foot ROW near PCH, which includes 62 feet of pavement curb-to-curb and 6.5 feet of sidewalk and parkway on each side. Near the intersection with Olive, First Street has a 95-foot ROW with 75 feet of pavement curb-to-curb and 10 feet of parkway and sidewalk on each side. Widening would occur on this street, and 16 on-street parking spaces would remain on the east side of the street. The ultimate configuration of First Street would include a 100-foot ROW, with 42 feet of pavement and 8 feet of parkway and sidewalk on each side of the existing centerline of the street. An additional southbound left-turn lane onto PCH would be provided. Project accesses from First Street would include a service entrance to the commercial component and one resident-only entrance to the residential component.

Pacific View Avenue. Pacific View Avenue is designated as a Primary Arterial Street, although the street presently terminates at the southeastern project boundary. Pacific View Avenue would be extended through the site as part of the proposed project, consistent with the Precise Plan of Street Alignment (PPSA No. 88-1). The alignment would provide for a slight curvilinear design with a 90-foot ROW. In the near term, one lane of traffic would be provided in each direction with a center turning lane, and pedestrian crosswalks. Angled parking would be provided on the south side of roadway in the short term. The ultimate configuration of this roadway would include a 4 lane divided cross section within the 90-foot ROW. It is anticipated that some on-street parking may be retained with the reconfiguration, though angled parking would not be allowed. Project access from Pacific View Avenue would include three accesses to the commercial component (two public and one service) and two accesses to the residential component via the loop road.

Parking. Off-site parking would only be provided on Atlanta Avenue and First Street. In the short-term, 22 spaces would be provided on Atlanta Avenue and 16 spaces would be provided on First Street. However, the parking spaces on the south side of Atlanta Avenue would eventually be removed when Atlanta Avenue is fully improved between Huntington Street and Beach Boulevard. Thus, the only long-term, off-site parking would be on First Street, where 16 parking spaces would remain. Approximately 53 existing off-site parking spaces that currently abut the site would be removed as a result of the proposed project, and would be relocated as on-site parking within the parking structure. Refer to Section 3.14 for details on project impacts to off-site parking.

On-Site Vehicular Access, Circulation, and Parking

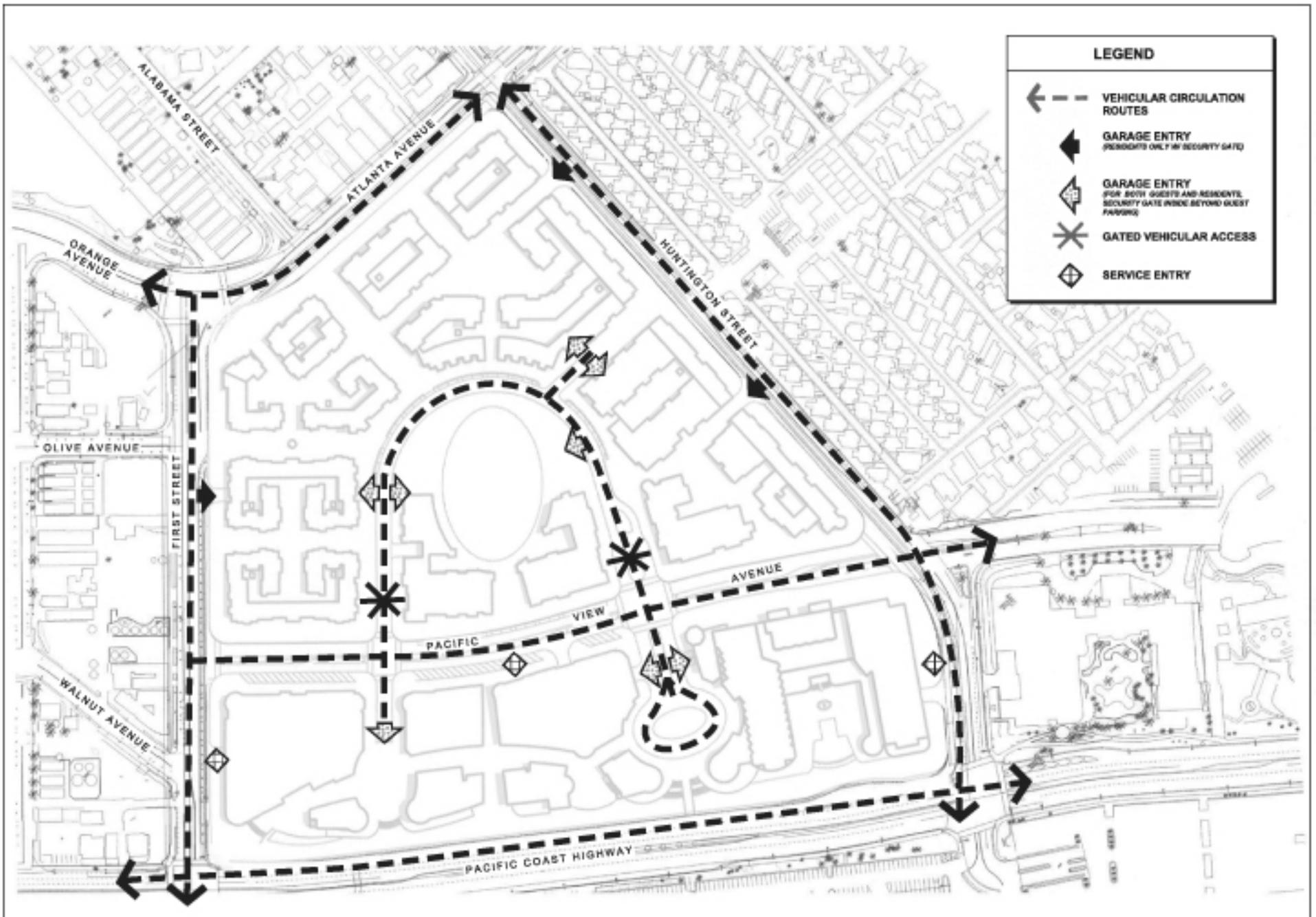
Vehicular access to the visitor-serving uses would be from First Street (service only), the extension of Pacific View Avenue (two visitor and one service access), and Huntington Street (service and employee only). Service entries would be designed to accommodate delivery vehicles and moving vans and trucks. From the westerly access from Pacific View Avenue, motorists would enter the commercial component and directly access the subterranean parking structure from the on-site drive. From the easterly access from Pacific View Avenue, motorists would access the site via an on-site drive and drop off guests at the hotel facility, drop off their vehicles to be valet parked, or access the subterranean parking garage. Proposed vehicular access to the site is depicted on Figure 2-6. Service vehicles would be provided with three accesses (First Street, Huntington Street, and Pacific View Avenue) and loading areas that would be separate from visitor access points. All loading and unloading would occur off-street, within designated areas of the project site. No vehicular access is proposed from PCH.

Vehicular access to the residential uses would be provided from Pacific View Avenue (two access points), First Street, and Huntington Street (two access points). The residential village includes a private community collector street (loop road) off of Pacific View Avenue that would be gated, and would provide access to residents and guests. The street would be publicly accessible to pedestrians. The First Street and Huntington Street access points would be available for residents only, include security gates, and lead directly to the subterranean parking spaces. Internal to the site, along the loop road, both residents and guests would have access to the subterranean parking garages. Subterranean parking spaces would be provided for each condominium unit with adequate subterranean and surface parking (along the interior loop road) to serve guests of the community, as required by the Downtown Specific Plan.

Pedestrian Access

Pedestrian access improvements include pedestrian corridors throughout the project site (Figure 2-7). Pedestrian pathways would link the surrounding residential communities and the proposed residential component. These pedestrian access ways would then connect to the commercial component and PCH and, ultimately, to the beach parking lot.

Pursuant to the Downtown Specific Plan, development in Districts 7 and 8A requires the dedication, or a waiver thereof, of a 20-foot-wide corridor between Atlanta Avenue and PCH for public access between the southern end of the Pacific Electric ROW and PCH. This public access corridor commences on Atlanta Avenue and aligns with Alabama Street (oriented perpendicular to Atlanta Avenue) to facilitate pedestrian



Not to Scale

SOURCE: Makalon Atlanta Huntington Beach, LLC. 2003a



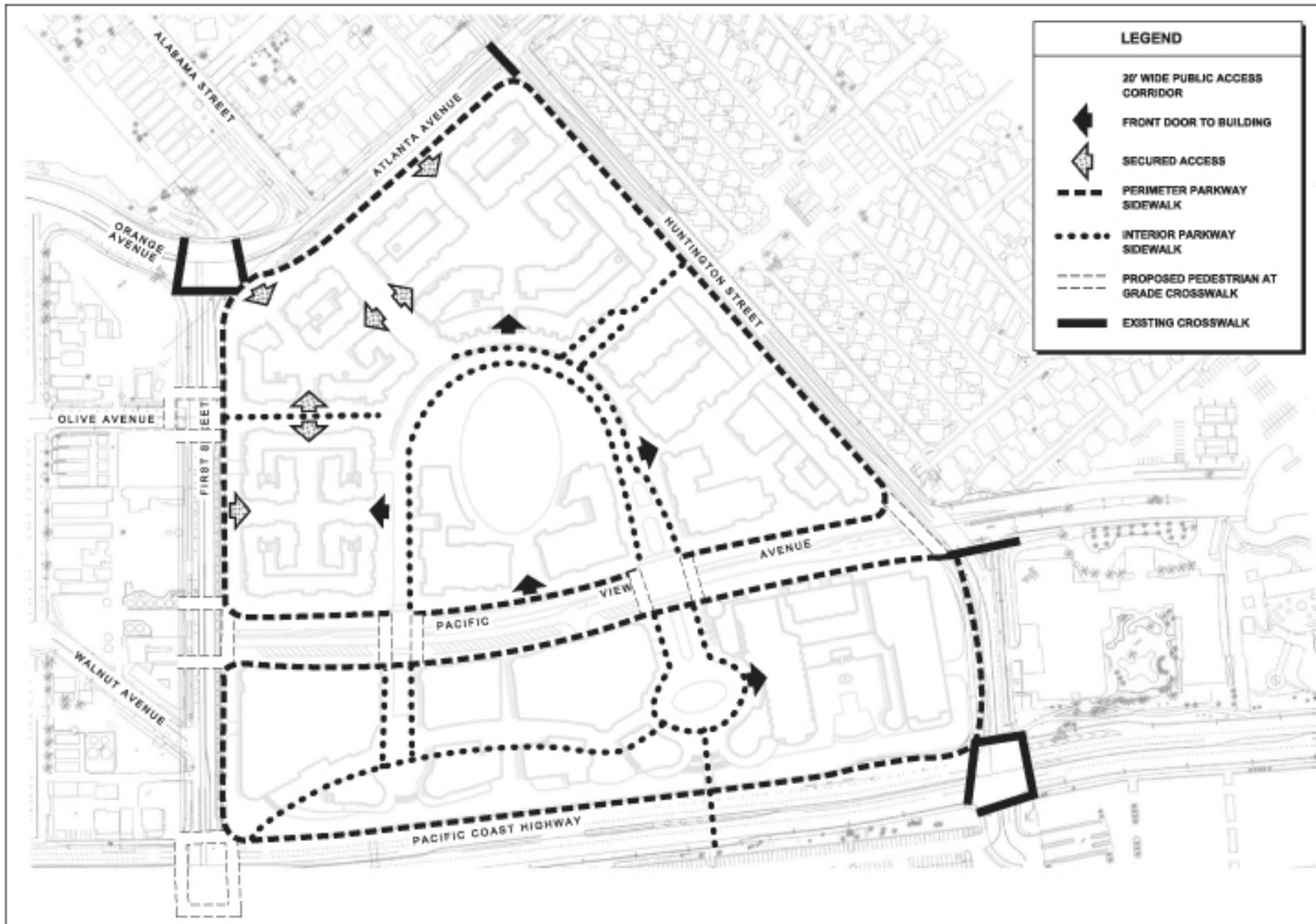
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FIGURE 2-6
Vehicular Access and Circulation

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Not to Scale

SOURCE: Makallon Atlanta Huntington Beach, LLC. 2003a



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FIGURE 2-7
Pedestrian Access and Circulation

City of Huntington Beach • Pacific City EIR

movement to the Downtown area. Public access is provided via the loop road through District No. 8A to Pacific View Avenue, extending through Pacific City District No. 7 to PCH.

Pedestrian movement across Pacific View Avenue would be provided at four locations between First Street and Huntington Street. At-grade pedestrian crosswalks would be provided at the intersection of First Street at Pacific View Avenue, the intersection of Huntington Street at Pacific View Avenue, and at two locations on Pacific View Avenue between Huntington Street and First Street where the loop road intersects with Pacific View Avenue.

Pedestrian pathways would connect to the commercial component by intersections and clearly delineated entrances to the visitor-serving commercial and hotel amenities. At-grade crossings are proposed at the existing signalized intersections of PCH and Huntington and First Streets to the beach. In addition, a pedestrian bridge over PCH is proposed as part of the Pacific City Master Plan. This feature is not part of the Tentative Tract Map, and as such, is not proposed to be constructed at this time. However, this element is analyzed in this EIR, since it could be built in the future as part of the project.

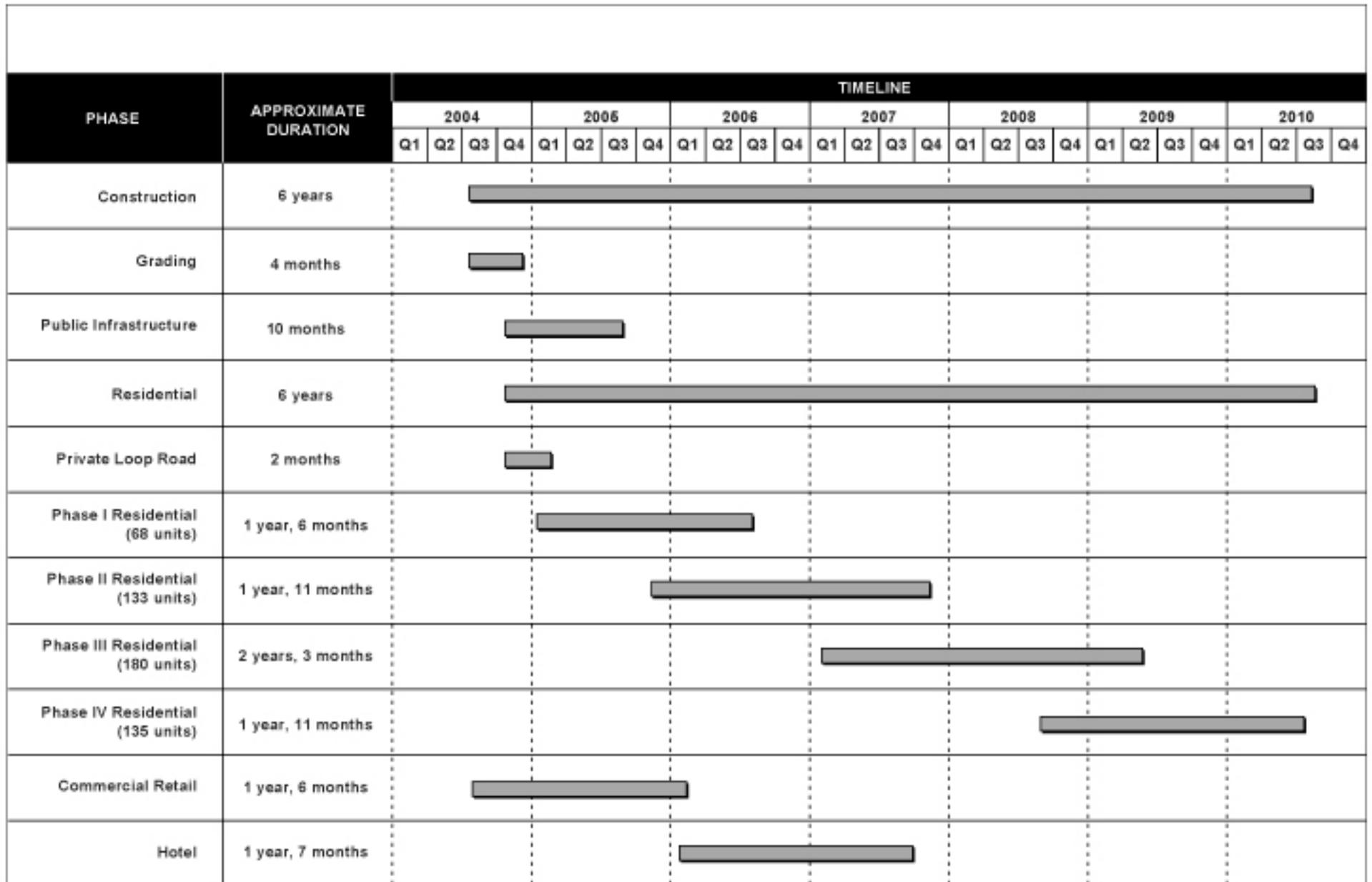
2.4 CONSTRUCTION SCENARIO

It is anticipated that the proposed project would be constructed in several major phases over a six-year period beginning in 2004. The site would be mass graded. Grading would involve the cut and fill of approximately 274,600 cubic yards of soil that would be balanced on site. Residential units would be constructed in three phases, during which time the visitor-serving commercial uses, followed by hotel construction, would occur. Construction of the 2.5-acre recreational area in the center of the residential component would be constructed as part of the first phase of residential construction. Proposed construction phasing is illustrated in Figures 2-8a and 2-8b. Construction would be fully completed by 2010.

2.5 PROJECT GOALS AND OBJECTIVES

Project objectives have been identified by both the City and the Applicant. The City's project objectives are as follows:

- Assist in the implementation of the City's General Plan, Downtown Specific Plan, and Redevelopment Plan
- Enhance the Downtown as a destination for visitors by expanding hotel, retail, and entertainment opportunities



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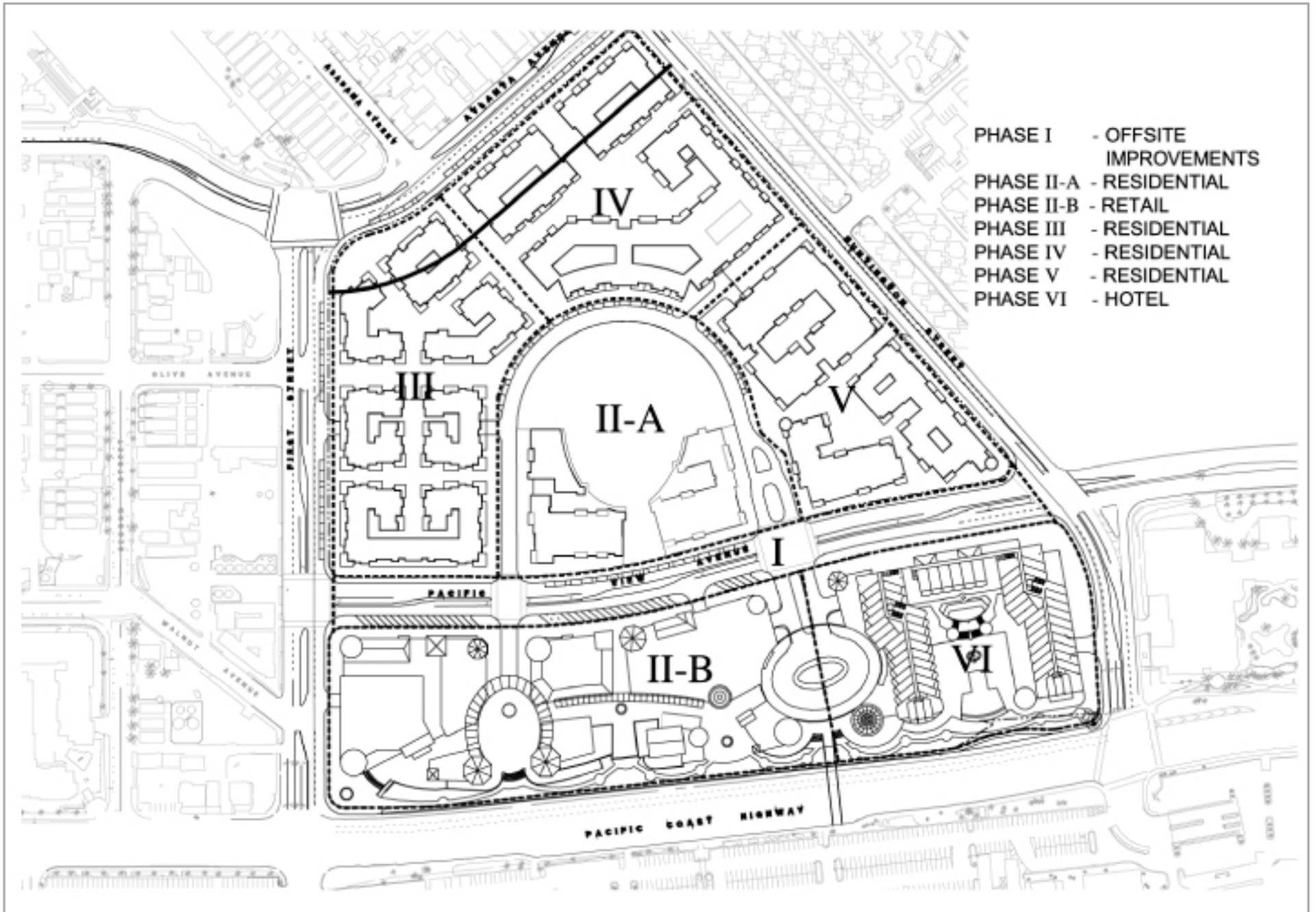
SOURCE: Makalon Atlanta Huntington Beach, LLC, 2003

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FIGURE 2-8a
Construction Schedule

City of Huntington Beach • Pacific City EIR



Not to Scale

SOURCE: Makalon Atlanta Huntington Beach, LLC. 2003a



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FIGURE 2-8b
Construction Phasing

City of Huntington Beach • Pacific City EIR

- Expand residential opportunities in the Downtown to provide for a greater number and variety of housing options and a stronger base for the commercial sector of the Downtown
- Enhance the community image of Huntington Beach through the design and construction of high quality, state-of-the-art development
- Ensure adequate utility infrastructure and public services for new development
- Mitigate environmental impacts to the greatest extent possible

The Applicant's project objectives are as follows:

- *Housing.* Provide the full number of housing units allowed by the General Plan and Downtown Specific Plan at 30 dwelling units per net acre in order to assist the City of Huntington Beach in meeting its housing goals and the housing allocation determined by the City and the Southern California Association of Government's Regional Housing Needs Assessment, and to meet the purpose of the Downtown Specific Plan District No. 8A.
- *Economic Growth and Employment.* Provide (a) economic growth opportunities for the community through development of the project dining/retail/entertainment center, consistent with the City's General Plan goals; (b) additional employment opportunities for local and area residents through the commercial and retail uses on site; and (c) residential density at the General Plan designation of 30 dwelling units per net acre, to support the visitor-serving commercial components of Pacific City, the resort areas to the south and existing Downtown businesses.
- *Neighborhood Identity.* Reinforce the neighborhood identity of Pacific City and coordinate development of Districts 7 and 8A, through control of both districts' project design elements such as architecture, landscaping, color, paving, walls, fencing, signage, entry treatment, and roadway design.
- *Commercial Phasing and Residential Density.* Maintain ability to build commercial and residential areas in phases to provide a population base to help support the commercial uses consistent with the purpose of District No. 8A.
- *Pedestrian Access.* Implement a means of pedestrian access through the project via onsite paths consistent with the Specific Plan objectives.
- *Traffic Improvements.* Enhance project circulation and the surrounding roadway system by providing efficient vehicular access through the site and connecting the site to the surrounding existing roadway network.
- *Public View Opportunities.* Develop the hotel district to the maximum allowable height (8 stories) under the Downtown Specific Plan, in order to provide ocean view opportunities while maintaining space for amenities on lower floors and retention of ocean vistas. Implement an overall site design that provides public view opportunities for visitors and residents.

2.6 INTENDED USES OF THE EIR

This EIR is a Project EIR, as defined in CEQA Guidelines 15161, and analyzes the impacts of a specific project—the Pacific City development project, in this instance. This EIR has been prepared to analyze potentially significant environmental impacts associated with the planning, construction, and operation of the project. As previously mentioned, this EIR is intended to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed action. EIRs not only identify significant or potentially significant environmental effects, but also identify ways in which those impacts can be reduced to less-than-significant levels, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the project. In a practical sense, EIRs function as a technique for fact-finding, allowing an applicant, concerned citizens, City staff, and decision makers an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

2.6.1 City of Huntington Beach

This EIR is being prepared by the City of Huntington Beach to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. The City of Huntington Beach is the Lead Agency for the project and has discretionary authority over the project and project approvals.

This EIR will serve as the required environmental documentation for the following discretionary approvals that are required to implement the proposed project:

- *Commercial Master Site Plan.* Approval of a Master Site Plan depicting 10.6 net acres in District No. 7 shall be required. The plan shall show all hotel- and visitor-serving commercial uses; design details; public facilities; open space; pedestrian overcrossing; and phasing requirements.
- *Conceptual Master Plan.* Approval of a Master Plan depicting approximately 17.2 net acres in District No. 8A and the development parameters for high-density residential development shall be required.
- *Tentative Tract Map.* Provide a right to proceed with the project as described on the Tentative Tract Map; subdivision of the property into large lots for conveyance, grading, construction of infrastructure and/or financing purposes; and further subdivide the property for visitor-serving commercial and residential condominium purposes, including construction and sale.
- *Coastal Development Permits.* Approval of a Coastal Development Permit in accordance with the City's Coastal Element will be required for the Tentative Tract Map as well as construction and operation of the project. The permit will address the site plan, floor plans, and architectural building elevations for the visitor-serving commercial and residential development of the project site.

- *Conditional Use Permit.* Site Plan, Floor Plans, and Architectural Building Elevations for the resort/commercial development site(s); Site Plan, Floor Plans, and Architectural Building Elevations for residential development sites. The Conditional Use Permit also covers development on lot with an existing grade differential equal to or greater than three feet, construction of a parking structure, proposed parking controls and aspects of the commercial component (e.g., carts and kiosks, live entertainment, and alcoholic beverage sales in conjunction with restaurants).
- *Special Permits.* Special permits to allow building encroachment into setback areas on PCH and Pacific View Avenue and to allow the parking garage ramps to exceed the City standard of ten percent.
- *Design Review Board Approval.* Approval of all Site Plans, Floor Plans, Architectural Building Elevations and Landscape Architectural Plans designed in accordance with the Downtown Specific Plan and City Urban Design Guidelines standards and requirements would be required.
- *Redevelopment Agency Approvals.* Any Redevelopment Agency actions or activities in furtherance of the Huntington Beach Merged Redevelopment Plan, including an Owner Participation Agreement, Disposition and Development Agreement, affordable housing agreement, or other agreement, if any, which may be considered.

2.6.2 State and Local Agencies

In addition to the City of Huntington Beach (the Lead Agency), there are also federal, regional, and State, responsible agencies that have discretionary or appellate authority over the project and/or specific aspects of project. The responsible agencies will also rely on this EIR when acting on such projects. Those federal, State, or local agencies that would rely upon the information contained in this EIR when considering approval include, but are not necessarily limited to, the following:

- *California Department of Transportation (Caltrans)*—Issuance of an encroachment permit for construction of street improvements/street widening, bus stop turnout, closure of the existing median opening, installation of landscaping, and construction of utilities within the State ROW
- *Regional Water Quality Control Board (RWQCB)*—Issuance of a National Pollution Discharge Elimination System Permit (NPDES) for construction activities disturbing more than 1 acre and permit for dewatering during construction
- *Southern California Association of Governments (SCAG)*—Pursuant to Public Resources Code Section 21083 and Section 21087, SCAG reviews EIRs for consistency with regional plans and is responsible under the Federal Clean Air Act for determining Conformity of Projects, Plans, and Programs to the South Coast Air Quality Management Plan pursuant to 42 U.S.C. Section 7506. No permit or approval would be required from SCAG
- *South Coast Air Quality Management District (SCAQMD)*—SCAQMD shares responsibility with the California Air Resources Board and SCAG for ensuring that all applicable federal and State air quality

standards are achieved and maintained. In addition, SCAQMD issues an Authority to Construct and an Operating Permit for operation of on-site mechanical equipment.

2.7 CUMULATIVE PROJECTS

Section 15355 of the CEQA Guidelines defines “cumulative impacts” as “two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.” In general, these impacts occur in conjunction with other related development whose impacts might compound or interrelate with those of the project under review.

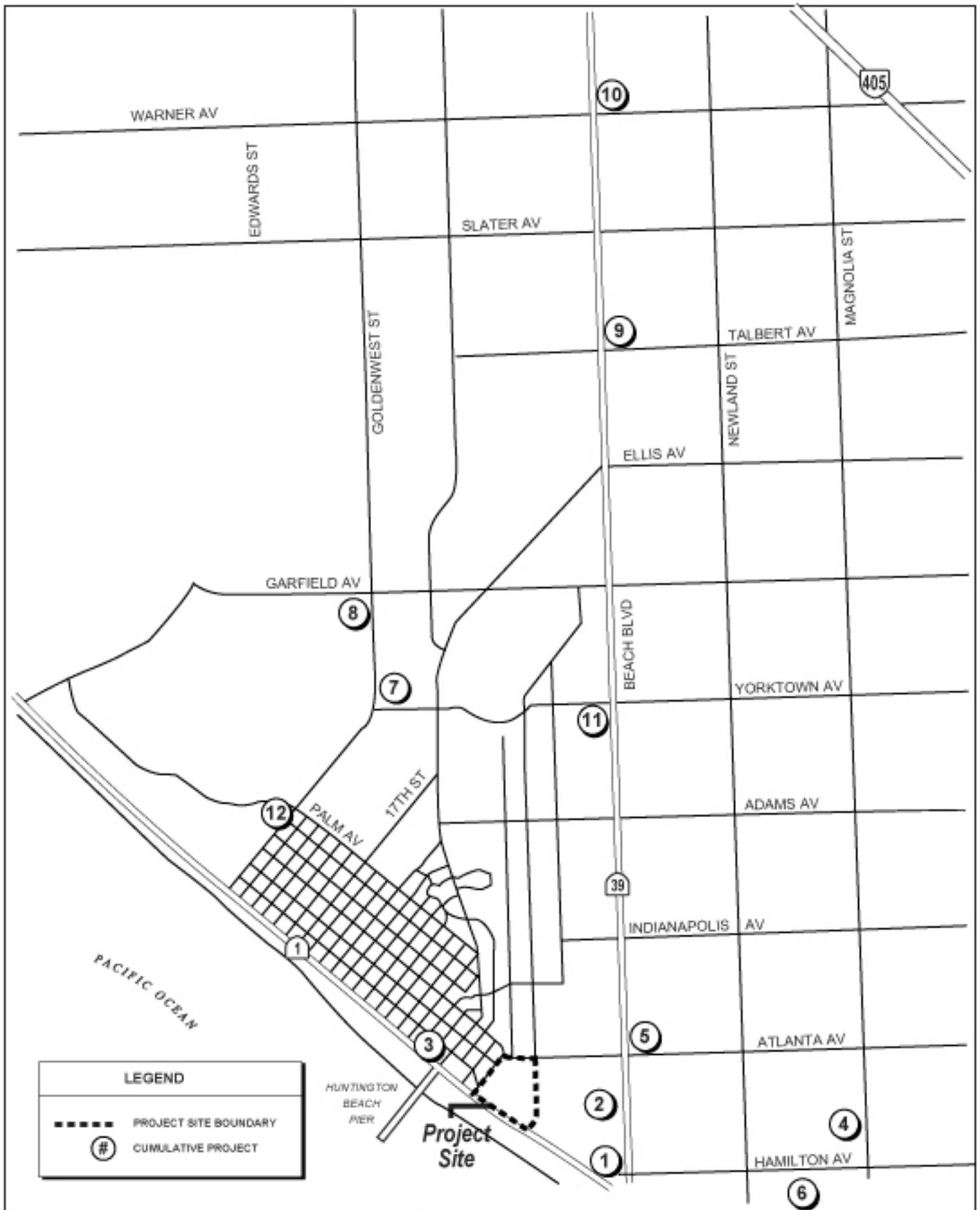
In order to analyze the cumulative impacts of the project in combination with existing development and other expected future growth, the amount and location of growth expected to occur (in addition to the proposed project) must be considered. Section 15130(b) of the CEQA Guidelines allows the following two methods of prediction: “(A) a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency, or (B) a summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions.” This EIR primarily uses a list of cumulative projects for the cumulative analysis, because the types of impacts anticipated from the project are primarily local in nature and would not be affected by regional development. However, where use of regional projections is appropriate for the cumulative analysis of a particular resource, this is specified in the cumulative discussion of that resource in Chapter 3.

Table 2-9 summarizes cumulative development projects within the vicinity of the project area; the locations of these projects are shown in Figure 2-9. Cumulative projects include a total of 1,023 residential units, about 830,000 square feet of visitor-serving commercial uses, and 666 hotel rooms, in addition to several other uses as shown below.

Table 2-9 Cumulative Projects

<i>No.</i>	<i>Project Name</i>	<i>Major Project Features</i>	<i>Project Status</i>
1	Hyatt Regency Resort	517 hotel rooms and 52,000 square feet of conference area.	completed
2	Waterfront Residential Development	184-unit residential development	approved, under construction
3	The Strand	149-room hotel, 135,000 square feet of retail, restaurant, and entertainment	approved, construction scheduled for 2003
4	Magnolia Pacific Specific Plan, a.k.a. Ascon/Nesi Landfill	Specific plan allowing 502 dwelling units on 40 acres	preliminary planning phase
5	Beachside	86 detached, single-family residential condominiums	construction completion in 2003
6	Poseidon Desalination Plant	50 MGD desalination facility proposed behind AES facility	pending approval
7	Seacliff Village	260,000 square feet of commercial use	all but 3 pad sites complete and occupied
8	Peninsula Marketplace	95,000-square foot commercial center	completed
9	Wal-Mart	135,941-square foot commercial building with 9,800-square foot garden center and three retail/restaurant pads ranging in size from 3,500 to 6,000 square feet	completed
10	Lowe's Hardware	135,200-square foot building with 24,100-square foot garden center and 9,000-square foot restaurant pad	proposed
11	Walgreen's	15,000-square foot commercial building	completed
12	The Boardwalk	188 single-family and 63 multifamily units, 3.5-acre neighborhood park	construction completion in 2003

SOURCE: Linscott Law & Greenspan 2003a



Not to Scale

SOURCE: EIP Associates 2003



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FIGURE 2-9

Cumulative Projects

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