

3.1 AESTHETICS

This EIR section analyzes the potential for adverse impacts on the existing character and visual quality of the project site and its surroundings resulting from implementation of the proposed project. The Initial Study (Appendix A) identified the potential for impacts associated with the effect on scenic vistas, scenic resources within a state scenic highway, visual quality and character, and light and glare. This section also considers the potential for shade and shadow effects upon neighboring residential development. Data used to prepare this section were taken from the City's General Plan Coastal Element and Downtown Specific Plan as well as information obtained from site visits and visual simulations. Full bibliographic entries for all reference materials are provided in Chapter 7 (References) of this document.

3.1.1 Existing Conditions

Overview of Visual Character of the City

The City of Huntington Beach has approximately 10 miles of shoreline along the Pacific Ocean, extending from Anaheim Bay south to the Santa Ana River mouth. Elevations in the eastern portion of the City are within the range of 50 to 60 feet above mean sea level (msl), dropping at Beach Boulevard, and then rising again further inland (City of Huntington Beach 1996). Elevations in the remainder of the City rise abruptly at the shoreline, from sea level to approximately 100 feet above msl at the Huntington Beach Mesa, which encompasses the width of the City and extends from the Bolsa Chica Wetlands south to the project site. Elevation on the project site ranges from about 30 feet above msl in the northwestern portion of the site to about 5 feet above msl in the western and southwestern portion of the site.

A sequence of mesas and small bays is found along the portion of the Orange County coast that includes the City. These mesas and bays provide the most notable diversity in local landforms in Huntington Beach, including the Huntington Beach Mesa. These landform features have played a role in the development of the City, affect the aesthetic environment of the City, and are visible from many directions. When viewed from the coast, the bluffs partially mask urban development in northern Orange County. In contrast, broad views of the Pacific coastlines are available from the bluffs of the Huntington Beach and Bolsa Chica mesas, and from portions of the Pacific Coast Highway (PCH).

No single urban pattern defines the City of Huntington Beach. The General Plan EIR (City of Huntington Beach 1996) describes three identifiable patterns within the City: town lot, superblock, and planned development communities. The town lot pattern consists of small lots and short blocks that have been developed in a consistent grid pattern. Development and lots were configured to convey a distinct coastal

village character, which is predominant in the City's Main Street area and vicinity, north and west of the project site. The superblock pattern is defined by arterials developed on a 1-mile grid. Within the grid, single-family housing is developed around a school and/or park. The residential lots are larger and less dense than those in the older town lot configuration. Commercial uses have been developed at the arterial intersections, and in some cases multifamily housing and or commercial uses extend along a portion of the arterial. More recent development has been characterized by the construction of large parcels as "planned development communities." Typically, these contain a mix of residential unit types and densities, community commercial uses, schools, and open spaces. Often, the street pattern is developed with curvilinear streets and cul-de-sacs, with limited access points to surrounding major arterials and/or highways.

Visual Character of the Project Area

The project site lies within the City's Downtown district. This district was developed in the town lot pattern, in which lots were configured to convey a distinct coastal village character that is representative of many Southern California coastal communities. This consists of small lots and short blocks that have been developed in a consistent grid pattern with medium- to high-density residential mixed-use projects as well as ocean-oriented and neighborhood commercial development, and include bricked, pedestrian-friendly crosswalks on Main Street in the Huntington Beach Pier area.

In addition to Downtown development that contributes a coastal village theme to the area, two hotel resorts have recently been developed immediately east of the project site, implementing goals and objectives of the General Plan, Local Coastal Plan, and Downtown Specific Plan, along with policies of the Huntington Beach Redevelopment Plan. These developments, with large scale architectural features and master-planned character, have greater mass and bulk than the Downtown development located to the north.

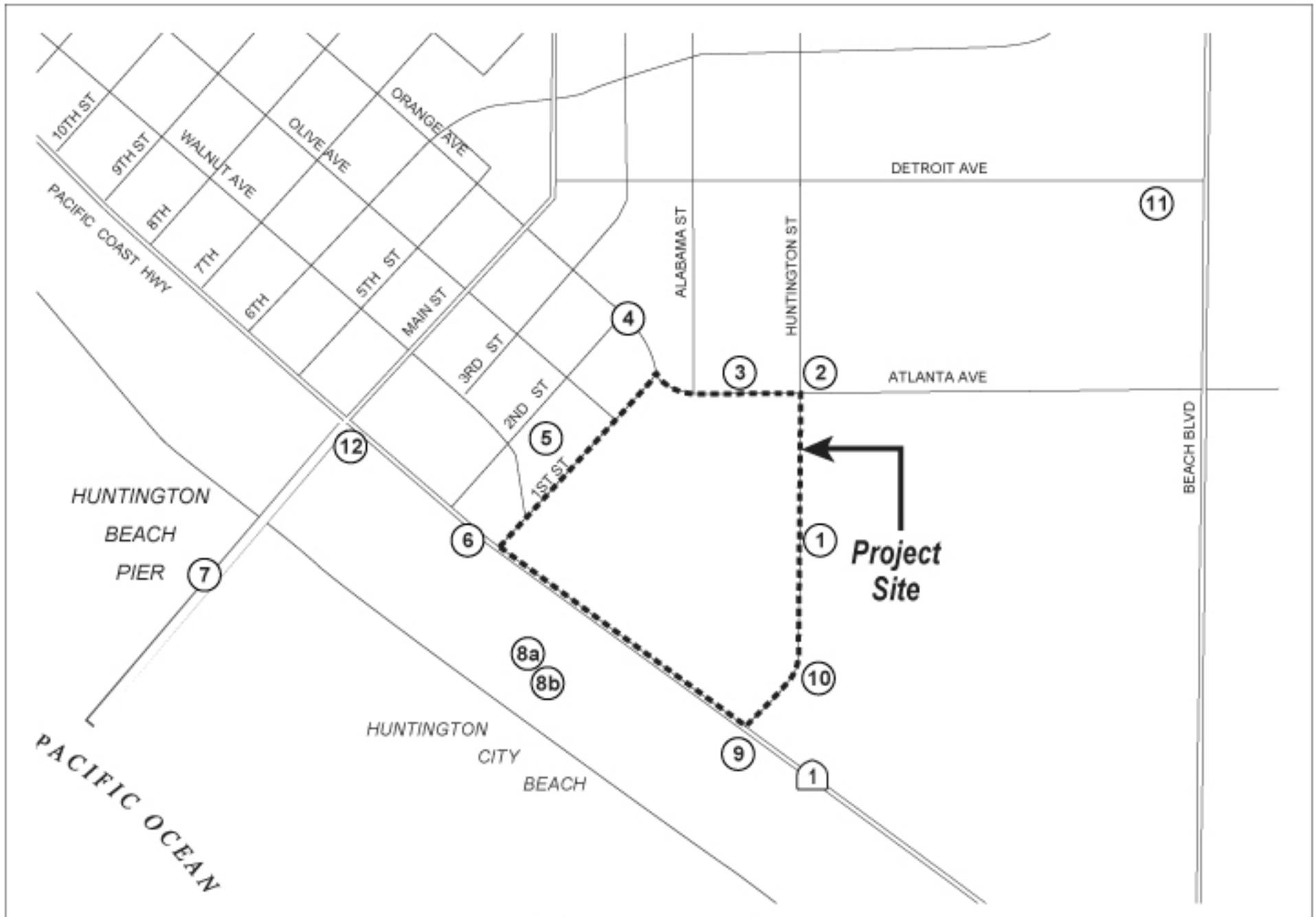
Development surrounding the project to the north and west includes residential uses developed in a town lot pattern. Small-scale oil production uses are scattered among the residential development to the west. Mobile home uses are located to the east, as is waterfront hotel development. The project is a transition site from the Downtown to areas to the east that include hotel development. Nearby development is composed of structures with a variety of exterior treatments, including stucco, siding, and shingles, generally in series of earth-tone colors. The residential development north and west of the project site consists of one-, two-, and three-story, single- and multifamily dwelling units.

Views of and through the Project Site

Viewpoints of and surrounding the project site are identified in Figure 3.1-1. The project site is vacant and currently surrounded by a construction fence approximately 5 feet in height. Therefore, most views of the project site are limited and composed of views of the construction fence. There are 11 viewpoints identified for the analysis of visual resources in this EIR. These viewpoints were chosen as a representative sample of the views available from the project site, as well as short- and long-range views of and through the project site from surrounding uses and the broader project vicinity. The general character of each of these viewpoints is described below, and each of the viewpoints is shown in Figures 3.1-2 through 3.1-14.

Viewpoints 1 and 10: Views from areas east of the project site, looking southwest. Foreground and middle ground views from these locations are dominated by the project site. The construction fence surrounding the site is the primary visual characteristic of the site from these viewpoints, although portions of exposed soil and sparse vegetation on site are also intermittently visible due to the rugged on-site topography that has resulted from sand borrow and remediation activities. Pier Colony is a major residential development located to the west of the project site that is visible from some view locations as part of the background view. This development is visually prominent due to its height and bulk. Background views include Downtown development in the distance, in addition to expanses of open sky. Palm trees are visible beyond the site, as well as limited views of the Pacific Ocean from selected locations. Depending on the precise location, background views become more pronounced in certain locations due to the topography that slopes away from the viewpoint.

Viewpoints 2 and 3: Views from areas north of the project site, looking southwest and south. The view composition from areas north of the site is similar to those observed from viewpoints east of the site (viewpoints 1 and 10). Foreground and middle ground views from these locations are dominated by the project site. The construction fence surrounding the site is the primary visual characteristic of the site from these viewpoints, although portions of exposed soil and sparse vegetation on site are also intermittently visible due to the rugged on-site topography that has resulted from sand borrow and remediation activities. A major residential development, Pier Colony, located to the west of the project site, is visible from some locations as part of the middle ground view, and is visually prominent due to its height and bulk. Background views are primarily composed of expanses of open sky. Palm trees are visible beyond the site, as well as intermittent views of the Pacific Ocean from selected locations. Depending on the precise location, background views become more pronounced in certain locations due to the topography that slopes away from the viewpoint.



Not to Scale

SOURCE: EIP Associates 2003



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FIGURE 3.1-1
Photo Location Map

City of Huntington Beach • Pacific City EIR



Existing Conditions



Post-Project Conditions



Existing Conditions



Post-Project Conditions



Existing Conditions



Post-Project Conditions



Existing Conditions



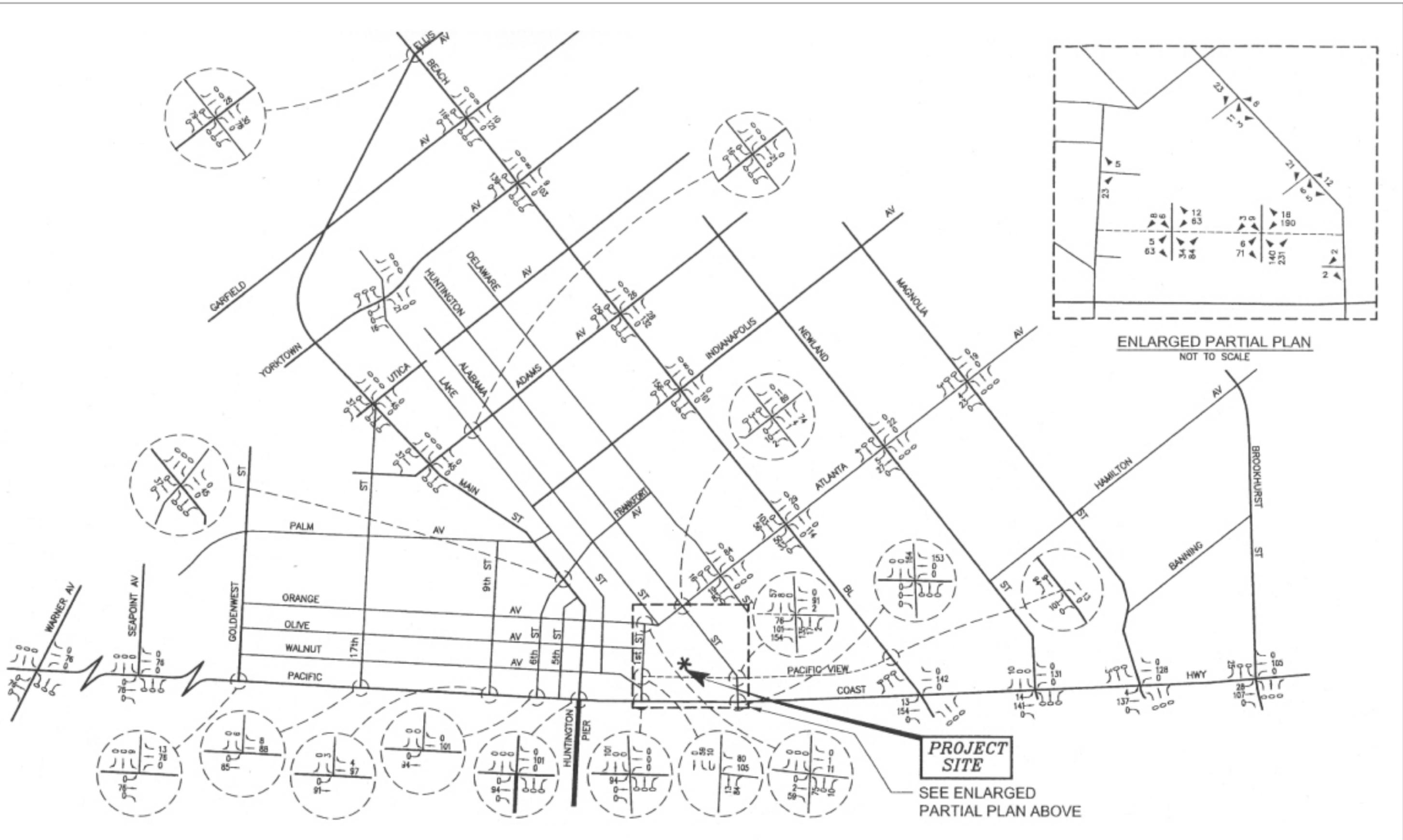
Post-Project Conditions



Existing Conditions



Post-Project Conditions



Not to Scale

SOURCE: Linscott Law & Greenspan 2003a



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FIGURE 3.14-7
PM Peak Hour Project Traffic Volumes

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Existing Conditions



Post-Project Conditions

FIGURE 3.1-8
View Point 7: View Northeast from
Huntington Beach Pier



Existing Conditions



Post-Project Conditions



Existing Conditions



Post-Project Conditions



Existing Conditions



Post-Project Conditions



Existing Conditions



Post-Project Conditions



Existing Conditions



Post-Project Conditions

FIGURE 3.1-13
View Point 11: View Southwest
from Manning Park



Existing Conditions



Post-Project Conditions

Viewpoint 4, 5: Views from north and west of the project site, looking southeast. Foreground views are composed of residential development immediately adjacent to the roadway, in addition to the project site. The Hilton Hotel complex, which includes a 12-story building and smaller two- and three-story buildings, is the prominent feature of background views; background views also include distant palm trees. The Pacific Ocean is not visible from this location.

Viewpoint 6, 8a and 8b, 9, 12: Views from generally south of the project site, looking generally north. Foreground views are composed of the wide and heavily used PCH, in addition to beach areas and commercial and hotel development along PCH, depending on the precise location of the viewer. Palm trees that line the roadway are visible throughout the viewshed. The project site, and primarily the existing construction fence surrounding the site, is part of the middle ground view. The contribution of the site to the overall composition of the viewshed from some of these viewpoints is relatively minor due to the prominence of PCH and the physical extent of this use. In addition, background views include some limited views of the upper stories of development beyond the project site. In Viewpoint 12, intervening development obscures views of the project site. Depending on the viewer's angle, the Hilton Hotel Complex is also visible from areas south of the project site. No long-range views are available from most locations.

Viewpoint 7: Views from southwest of the project site, looking northeast. Panoramic views from this location are primarily composed of the beach area in the foreground. Palm trees that line PCH and adjacent areas are visible throughout the viewshed. Commercial and hotel development, including the visually prominent Hilton Hotel, along PCH is part of the background view, as is the project site. The contribution of the site to the overall composition of the viewshed is relatively minor due to the prominence of the beach, and intervening development that partially obscures views of the project site.

Viewpoint 11: Manning Park, northeast of the project site, looking southwest. This viewpoint demonstrates the potential for long-range views of the project site from off-site locations. Foreground and middle ground views include the park and associated landscaping. The Hilton Hotel tower is visible in the background, in the easterly portion of the view frame, although no other distant development is visible from this location. The project site is not visible from this location.

Views from the Project Site

The project site includes approximately 1,400 feet of frontage along PCH. Therefore, ocean, beach, and pier views from the project site (currently unavailable due to restricted access to the site) include expansive and unobstructed views of the Pacific Ocean. The entire southwestern portion of the project site that

borders PCH has a direct view of the Pacific Ocean, the beach, and the Main Street Pier. Palm trees line the beach side of PCH and are prominent in the view cone (the area visible from a particular point of view) from the project site. The northwestern and northeastern views from the project site consist of residential and hotel uses. All of these views, however, are restricted by a lack of access to the site and by fencing on the site perimeter.

Lighting

The proposed project would result in garage access points across from existing uses on First Street and Huntington Street that could be affected by vehicular headlights exiting these garages. Thus, the site's surroundings along these streets are described below in terms of existing types of uses, elevations of these uses relative to the street, and associated fencing and vegetation.

Uses along the west side of First Street north of Walnut are mixed use in nature and consist of a mixture of residential uses, oil-drilling uses, and vacant land (Figure 3.1-15). The vacant lot directly across from the proposed access is located about 30 feet above msl semi-shielded from view by a mesh-covered chain-link fence. The residential uses along First Street across from a proposed access point are limited to those located at 231 First Street. This residential address contains no substantial fencing at or above window height or vegetation that screens it from view. Residences could be built in the future on the vacant lot in conjunction with a mixed-use project due to its zoning as Mixed Use, although none are proposed at this time. Existing and potential future residential uses range in elevation from 29.6 to 30.9 feet above msl. Residences west of this lot would be over 150 feet away and not affected by vehicular headlight from the project site.

Uses along the east side of Huntington Street include the Hilton hotel near PCH and mobile-home residential uses north of Pacific View Avenue. There is sporadic vegetation and a 6-foot-tall wooden fence adjacent to the mobile-homes, screening a portion of these structures from Huntington Street. Areas across from the proposed access points are shown in Figures 3.1-16 and 3.1-17. Mobile homes near Atlanta Avenue are depressed in elevation relative to the proposed project site. Near Atlanta Avenue, elevations range from 11.5 to 18 feet above msl, and near Pacific View Avenue, elevations range from about 10.5 to 4.0 feet above msl. In addition, a solid wall and vegetation is located along the northeastern corner of Huntington Street and Pacific View Avenue, blocking all views to and from the mobile-home uses beyond this wall. This wall is 6.25 feet in height along Pacific View Avenue and 5 feet in height along Huntington Street.



Not to Scale

SOURCE: EIP Associates 2003

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FIGURE 3.1-15
Areas Across from Proposed Garage A

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SOURCE: EIP Associates 2003

10291-00



FIGURE 3.1-16
Areas Across from Proposed Garage B

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Not to Scale

SOURCE: EIP Associates 2003

10281-00



FIGURE 3.1-17
Areas Across from Proposed Garage C

City of Huntington Beach • Pacific City EIR

Night Lighting

Currently, the lack of any on-site development results in no night lighting. However, surrounding development, including street lighting, vehicular traffic, the adjacent hotel complexes, and residential lighting contribute to night lighting of the area. Lighting from these adjacent sources results in a generally diminished quality of the night sky.

3.1.2 Regulatory Framework

There are no federal or State regulations related to aesthetics that apply to the proposed project.

Local Regulations

The City of Huntington Beach addresses aesthetics considerations for development in the City in various City documents. Specifically, the Downtown Specific Plan, City of Huntington Beach General Plan, and Urban Design Guidelines contain policies relevant to the aesthetics of the proposed project. As the project site is located within the specific plan area, the Downtown Specific Plan is the existing zoning with policies, development standards, and descriptive maps specifically designed for the Downtown area.

Downtown Specific Plan “Village Concept”

Located within the boundaries of Districts 7 and 8A of the Downtown Specific Plan, the proposed project is subject to the development standards applicable to these areas. This Specific Plan implements the 1994/95 City Council adopted “Village Concept” for the area. As part of the Specific Plan Amendment that led to the adoption of this concept, District No. 8A was reduced in density from 35 to 30 dwelling units per net acre.

The visitor-serving commercial uses of District No. 7 require a maximum building height of eight stories, maximum site coverage of 50 percent of the net site area, a front yard setback of 50 feet from PCH, and remaining rear and side yard setbacks of 20 feet. Additionally, public open space and/or pedestrian access shall be required for development projects in order to ensure a predominantly visitor-serving orientation.

District No. 8A allows high density residential uses (30 units per net acre), and specific development standards for this District include a maximum building height of 50 feet, maximum site coverage of 50 percent of the net site area, setbacks of 20 feet, and minimum setbacks of 100 feet from the northern exterior of the property line along Atlanta Avenue for portions of structures that exceed 35 feet in height.

Refer to Section 3.9 (Land Use) for additional detail on the Specific Plan intent and development envisioned by this plan.

General Plan Urban Design Element

The Urban Design Element of the Huntington Beach General Plan includes a comprehensive list of urban design issues that must be considered and addressed by new development and presents the goals, objectives, policies, and programs for Urban Design in the City. Explicit design criteria are set forth in order to (a) give developers and the design community clear ideas about how to achieve design harmony in a specified project area and (b) provide specific criteria for use by regulatory bodies in their review of development proposals. As characterized in the General Plan, the project site is located with the Residential High Density and Commercial Visitor Districts. Table 3.1-1 identifies goals and objectives presented in the Urban Design Element of the General Plan related to aesthetics that are potentially relevant to the proposed project. This table also includes an assessment of the proposed project’s consistency with the policies adopted in support of these goals and objectives.

Table 3.1-1 General Plan Urban Design Element—Policies Applicable to Aesthetics

Goal, Objective, or Policy	Project Consistency
Goal UD 1. Enhance the visual image of the City of Huntington Beach.	Conformance with implementing policies, as discussed below, results in conformance with this goal.
<p>Policy UD 1.1.2. Reinforce Downtown as the City’s historic center and as a pedestrian-oriented commercial and entertainment/recreation district through:</p> <ul style="list-style-type: none"> a. Preserving older and historic structures b. Requiring new development be designed to reflect the Downtown’s historical structures and adopted Mediterranean theme; c. Amending the Downtown Specific Plan to: <ul style="list-style-type: none"> ■ Coordinate with the Citywide Design Guidelines ■ Incorporate historic preservation standards and guidelines d. Coordinating Downtown development and revitalization with policies and programs of the Historic and Cultural Resources Element 	<p>The proposed project would construct new housing and visitor-serving commercial uses on a vacant site that has previously been developed and has more recently been used as a sand borrow site for adjacent development. No historic structures exist on the project site; therefore, none would be affected by the proposed project.</p> <p>The project would improve an underutilized site that provides no usable open space or public views of the Pacific Ocean or other scenic resources. The project would include pedestrian-oriented commercial uses along PCH and the proposed Pacific View Avenue, improved pedestrian access to the beach, and enhanced views of the Pacific Ocean. The project would be thematically linked to the Downtown area through the consistent use of architectural form and detail and would modulate the height and massing of the proposed structure in a manner that is consistent with the requirements of the Downtown Specific Plan. Where the project would deviate from these requirements (such as with setbacks), the Applicant would be required to obtain Special Permits, as allowed under the Specific Plan, and would be required to demonstrate that deviation under these Special Permits would provide a significantly greater benefit than the project would have if requirements of the Specific Plan were met.</p> <p>Because the proposed project would reinforce Downtown as a pedestrian-oriented commercial and entertainment/recreation district and would maintain a thematic link to Downtown, the project would be consistent with this policy.</p>
Goal UD 2. Protect and enhance the City’s public coastal views and Oceanside character and screen any uses that detract from the City’s character.	Conformance with implementing policies, as discussed below, results in conformance with this goal.

Table 3.1-1 General Plan Urban Design Element—Policies Applicable to Aesthetics

<i>Goal, Objective, or Policy</i>	<i>Project Consistency</i>
Policy 2.1.1. Require that new development be designed to consider coastal views in its massing, height, and site orientation.	<p>No public coastal views are currently provided by the project site; however, the orientation of the project frontage along PCH allows the provision of enhanced coastal views from the proposed public terraces.</p> <p>Additionally, the proposed project would meet the height requirements of the Downtown Specific Plan, particularly in District No. 8A, along PCH, where the project proposes only two structures that reach the maximum height allowed, and these structures would be located on the southernmost portion of the site, adjacent to an existing 12-story structure on the adjacent parcel. This arrangement would allow the primary massing of the proposed structures to be confined to a smaller area of the site, and the majority of the uses fronting PCH would reach just over half of the maximum allowed height.</p> <p>The project would provide enhanced public views on a site for which no such views are currently available and would orient the project in such a manner as to reduce the effects of massing of the proposed structures by placing the tallest structures near adjacent uses of even greater height and allowing reduced massing for structures along the majority of the PCH frontage. The proposed project would, therefore, be consistent with this policy.</p>

General Plan Environmental Resources/Conservation Element

The Environmental Resources/Conservation Element of the Huntington Beach General Plan includes strategies for environmental resources, including aesthetic resources. Table 3.1-2 identifies goals and objectives presented in the Environmental Resources/Conservation Element of the General Plan related to aesthetics that are potentially relevant to the proposed project. This table also includes an assessment of the proposed project's consistency with the policies adopted in support of these goals and objectives.

Table 3.1-2 General Plan Environmental Resources/Conservation Element—Policies Applicable to Aesthetics

<i>Goal, Objective, or Policy</i>	<i>Project Consistency</i>
Goal ERC 4. Maintain the visual quality of the City's natural land forms and water bodies.	Conformance with implementing policies, as discussed below, results in conformance with this goal.
Objective ERC 4.1. Enhance and preserve the aesthetic resources of the City, including natural areas, beaches, bluffs, and significant public views.	Conformance with implementing policies, as discussed below, results in conformance with this objective.

Table 3.1-2 General Plan Environmental Resources/Conservation Element—Policies Applicable to Aesthetics

<i>Goal, Objective, or Policy</i>	<i>Project Consistency</i>
<p>Policy ERC 4.1.5. Promote the reservation of public view corridors to the ocean and the waterfront through strict application of local ordinances, design guidelines, and related planning efforts, including defined view corridors.</p>	<p>No public view corridors currently exist from or through the project site. View corridors near the project site include First Street and Huntington Street, and neither of these streets would be narrowed as a result of the proposed project. PCH is also a major view corridor (a State Scenic Highway), and although the proposed project would encroach into setbacks along this route, the project includes requests for Special Permits, which are intended by the Downtown Specific Plan to provide flexibility regarding design issues in order to promote a better project, when deviations from strict requirements would produce a demonstrably better project than if the project had strictly adhered to design guidelines. Therefore, although the project would deviate from strict development requirements, the attainment of Special Permits and the required demonstration of resulting project improvement would bring the project into consistency with the intent of this policy.</p> <p>Additionally, the proposed project would allow construction of a pedestrian crossing over PCH to the beach, although this feature is not proposed at this time. Although this would allow the construction of a structure through a scenic corridor, this structure is small, would not significantly affect views of the Pacific Ocean or the Huntington Beach Pier, and would be offset by the provision of enhanced viewing opportunities from the upper-floor terraces proposed along PCH. Views would, therefore, be preserved, and the proposed project would be consistent with this policy.</p>
<p>Policy ERC 4.1.6. Require that future development be designed and sited to maintain the natural topographic characteristics of the City including the minimization of the area and height of cuts and fills.</p>	<p>The proposed project would require fill for the site to provide useable building pads because portions of the site have been used as a sand borrow site for adjacent development. However, the remaining topography of the site, which exhibits a natural downward slope from north to south, would be maintained by terracing development, particularly the residential component of the project, which would span a greater portion of the slope. The proposed project would, therefore, be consistent with this policy.</p>

General Plan Coastal Element

The Visual Resources Chapter of the Coastal Element of the City’s General Plan identifies the scenic and visual qualities of coastal areas, especially natural landforms along bluffs and cliffs, to be considered and protected as a resource of public importance. Huntington Beach’s Coastal Zone includes several visual resources that contribute positively to the aesthetic character of the Coastal Zone, such as the Pacific Ocean and adjacent palm trees, and also includes facilities and sites that negatively impact the visual character of the area and detract from existing assets, such as residual oil production facilities. The Coastal Element is designed to promote policies to protect the assets and mitigate or remove the visual detractors. Table 3.1-3 identifies goals and objectives presented in the Coastal Element of the General Plan related to aesthetics that are potentially relevant to the proposed project. This table also includes an assessment of the proposed project’s consistency with the policies adopted in support of these goals and objectives.

Table 3.1-3 General Plan Coastal Element—Policies Applicable to Aesthetics

<i>Goal, Objective, or Policy</i>	<i>Project Consistency</i>
Goal C 4. Preserve and, where feasible, enhance and restore the aesthetic resources of the City's coastal zone, including natural areas, beaches, harbors, bluffs and significant public views.	Conformance with implementing policies, as discussed below, results in conformance with this goal.
Objective C 4.1. Provide opportunities within the Coastal Zone for open space as a visual and aesthetic resource.	Conformance with implementing policies, as discussed below, results in conformance with this objective.
Policy C 4.1.1. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect public views to and along the ocean and scenic coastal areas.	PCH is a major view corridor (a State Scenic Highway) adjacent to the project site, and although the proposed project would encroach into setbacks along this route, the project includes requests for Special Permits, which are intended by the Downtown Specific Plan to provide flexibility regarding design issues in order to promote a better project, when deviations from strict requirements would produce a demonstrably better project than if the project had strictly adhered to design guidelines. Therefore, although the project would deviate from strict development requirements, the attainment of Special Permits and the required demonstration of resulting project improvement would bring the project into consistency with the intent of this policy.
Policy C 4.1.4. Preserve skyward, night time views through minimization of lighting levels along the shoreline.	The proposed project would be developed in an area that already has significant sources of nighttime lighting, particularly street lights, vehicular headlights, and exterior lighting from adjacent development. Also, the proposed project would be required to direct exterior lighting onto the project site to prevent spillage. In the residential portion of the site, the project would be required to provide the minimum light levels necessary for safety and security. As further described below in Section 3.1.4, the proposed project would not represent a substantial new source of nighttime lighting. Because the project would not substantially increase lighting, the project would be consistent with this policy.
Objective C 4.2. Promote the protection of the Coastal Zone's visual and aesthetic resources through design review and development requirements.	Conformance with implementing policies, as discussed below, results in conformance with this objective.
Policy C 4.2.1. Ensure that the following minimum standards are met by new development in the Coastal Zone as feasible and appropriate: (a) Preservation of public views to and from the bluffs, to the shoreline and ocean, and to the wetlands. (b) Adequate landscaping and vegetation. (c) Evaluation of project design regarding visual impact and compatibility (d) Incorporate landscaping to mask oil operations and major utilities, such as the electrical power plant on PCH	<p>Although the proposed project would encroach into setbacks along this coastal route, the project includes requests for Special Permits, which are intended by the Downtown Specific Plan to provide flexibility regarding design issues in order to promote a better project, when deviations from strict requirements would produce a demonstrably better project than if the project had strictly adhered to design guidelines. Therefore, although the project would deviate from strict development requirements, the attainment of Special Permits and the required demonstration of resulting project improvement would bring the project into consistency with the intent of this policy.</p> <p>Additionally, the proposed project would allow construction of a pedestrian crossing over PCH to the beach, although this feature is not proposed at this time. Although this would result in the construction of a structure through a scenic corridor, this structure is small, would not significantly affect views of the Pacific Ocean or the Huntington Beach Pier, and would be offset by the provision of enhanced viewing opportunities from the upper-floor terraces proposed along PCH. Views would, therefore, be preserved and enhanced, and the proposed project would be consistent with this policy. The project would include landscaping in both the residential and commercial components of the project, and would comply with City design guidelines. The vegetation proposed with the project would, therefore, be consistent with this policy.</p> <p>Finally, an evaluation of the aesthetic impacts of the proposed project is provided in Sections 3.1.4 and 3.1.5, and where impacts are identified, feasible mitigation measures are proposed to reduce impacts. The analysis of the aesthetics impacts of the project has been conducted in accordance with CEQA and the CEQA Guidelines and would, therefore, be consistent with this policy.</p>

Table 3.1-3 General Plan Coastal Element—Policies Applicable to Aesthetics

<i>Goal, Objective, or Policy</i>	<i>Project Consistency</i>
<p>Policy C 4.2.2. Require that the massing, height, and orientation of new development be designed to protect public coastal views</p>	<p>The project would improve an underutilized site that provides no usable open space or public views of the Pacific Ocean or other scenic resources. The project would include pedestrian-oriented commercial uses along PCH, improved pedestrian access to the beach, and enhanced views of the Pacific Ocean. The project would be thematically linked to the Downtown area through the consistent use of architectural form and detail and would modulate the height and massing of the proposed structure in a manner that is consistent with the requirements of the Downtown Specific Plan. Where the project would deviate from these requirements (such as with setbacks), the Applicant would be required to obtain Special Permits, as allowed under the Specific Plan, and would be required to demonstrate that deviation under these Special Permits would provide a significantly greater benefit than the project would have if requirements of the Specific Plan were met.</p>
<p>Policy C 4.2.3. Promote the preservation of significant public view corridors to the coastal corridor, including views of the sea and the wetlands, through strict application of local ordinances, design guidelines, and related planning efforts, including defined view corridors.</p>	<p>The project would improve an underutilized site that provides no usable open space or public views of the Pacific Ocean or other scenic resources. The project would include pedestrian-oriented commercial uses along PCH, improved pedestrian access to the beach, and enhanced views of the Pacific Ocean. The project would be thematically linked to the Downtown area through the consistent use of architectural form and detail and would modulate the height and massing of the proposed structure in a manner that is consistent with the requirements of the Downtown Specific Plan. Where the project would deviate from these requirements (such as with setbacks), the Applicant would be required to obtain Special Permits, as allowed under the Specific Plan, and would be required to demonstrate that deviation under these Special Permits would provide a significantly greater benefit than the project would have if requirements of the Specific Plan were met.</p> <p>Additionally, the proposed project would allow construction of a pedestrian crossing over Pacific Coast Highway to the beach, although this is not proposed at this time. Although this would allow the construction of a structure through a scenic corridor, this structure is small, would not significantly affect views of the Pacific Ocean or the Huntington Beach Pier, and would be offset by the provision of enhanced viewing opportunities from the upper-floor terraces proposed along Pacific Coast Highway. Views would therefore be preserved, and the proposed project would be consistent with this policy.</p>
<p>Objective C 4.7. Improve the appearance of visually degraded areas within the Coastal Zone.</p>	<p>Conformance with implementing policies, as discussed below, results in conformance with this objective.</p>
<p>Policy C 4.7.2. Continue to locate new and relocated utilities underground when possible. All others shall be placed and screened to minimize public viewing.</p>	<p>As required by the Municipal Code and the Downtown Specific Plan, the proposed project would underground existing utilities across the project site and would also underground proposed infrastructure for the project. The proposed project would, therefore, be consistent with this policy.</p>

City of Huntington Beach Urban Design Guidelines

The guidelines within this document in conjunction with the goals, objectives, policies, standards, and principles set forth in the General Plan are intended to improve the City’s image and strengthen the character of public and private development. The Urban Design Guidelines are less quantitative than mandatory development standards and may be interpreted with some flexibility. The Guidelines are intended to streamline the development review process by providing clear direction to the development community about how to achieve high quality, aesthetically pleasing design solutions that will positively contribute to the City’s urban form and character. The proposed project is designed to be consistent with the Urban Design guidelines applicable to the project site.

3.1.3 Thresholds of Significance

Project impacts would be considered significant if any of the following would occur:

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Have a substantial adverse effect on a scenic vista
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

3.1.4 Project Impacts

Impact AES-1 Implementation of the proposed project would not substantially degrade scenic resources within Pacific Coast Highway, a State Scenic Highway.

For the purposes of this analysis, damage to scenic resources within a state scenic highway considers whether the project affects views from a scenic highway through the removal of existing visual elements that enhance the character of the area, obstructs views of scenic elements from the highway, or damages scenic resources within a State Scenic Highway.

Project implementation could alter views along PCH, which is designated as a State scenic highway. The project site is located on PCH, with views of the Huntington Beach Pier. As stated in the City's General Plan, the Huntington Beach Pier and Pierside Pavilion are collectively considered a landmark, which is defined as a significant reference point that helps to identify and characterize a particular area within the City. The tallest structures associated with the proposed project would be developed in District No. 7. Three city blocks and the entire PCH right-of-way would therefore separate the project from the Huntington Beach Pier, which would provide horizontal separation between the project site and the pier that would reduce the visual effect associated with development on the project site. In addition, although not currently proposed as part of the project, a grade-separated pedestrian overcrossing could be constructed in the future, which would be located midway between Huntington Street and First Street to provide a connection from the beach to public areas near the hospitality uses in District No. 7.

The section of PCH adjacent to the project site runs parallel and adjacent to the coastline, providing scenic views of the Pacific Ocean and City beaches to pedestrians and commuters. The proposed project would include development limited to the east and north side of PCH and would not affect views of the Pacific Ocean to the south and west from PCH. Currently, the view corridor that includes the project site contains

a large, vacant lot. The proposed project would change the visual character of the viewshed along PCH, which includes District No. 7, by providing new development that is generally consistent with adjacent and nearby commercial uses along PCH, as discussed in Impact AES-3 below.

Development of the proposed project, including the potential construction of the pedestrian overpass to the beach, would alter the scenic vista that includes the pier and the pavilion. The overpass, as proposed in concept, would be light in color and structure, and any blockage that could potentially occur as a result of the stair structure on the south side of PCH would be minimal. The experience of the PCH viewshed is most often by vehicle, such that vehicle speeds would ensure that any blockage is momentary.

The beach, the Huntington Beach Pier, and the Pacific Ocean as viewed from PCH—the salient visual resources of the PCH viewshed—would not be affected by the proposed project. The project would not damage scenic resources within a state scenic highway, and this impact would be less than significant.

Impact AES-2 Implementation of the proposed project would not have a substantial effect on the scenic vista.

For the purposes of this analysis, changes to a scenic vista would be considered substantial if the project results in obstruction of a publicly accessible scenic view, or removal, alteration, or demolition of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area as viewed from public vantage points.

Distant views of the ocean, pier, and waterfront areas are visible to varying degrees from areas north of the project site (Viewpoints 1, 2, 3, and 10). Views from these locations include scenic amenities. However, due to intervening topography and structural development, views are not considered scenic vistas. Project development would result in a loss of views from these locations. As shown in Figures 3.1-2 through 3.1-5, and 3.1-12, views through the project site to the Pacific Ocean, palm trees, and the waterfront would no longer be visible from either First Street or Huntington Street. These long-range views would be replaced by views of existing development.

Residential uses adjacent to the project also include views of the waterfront area, and these particular views vary depending on building location, orientation, and height. These views would be similar to those experienced from surrounding roadways and include views of the waterfront area and Pacific Ocean. Views would also be modified as a result of the proposed project. Existing views would be replaced by views of proposed residential development up to four stories in height, as illustrated in the visual simulations (Figures 3.1-2 through 3.1-6, 3.1-9, and 3.1-12). Waterfront views would no longer be available. Because these views are from private locations, affects to these views would not be considered significant.

Existing views of the waterfront area through the site would be lost, although the project would provide additional viewing opportunities. The project includes two large landscaped plazas and upper-level terraces where retail and restaurant uses would be located. These publicly accessible areas adjacent to PCH would provide expansive views of the Pacific Ocean and waterfront area. Access to the Pacific Ocean as a scenic resource from the project site is currently unavailable, and the project would provide access to these viewing opportunities. Therefore, while public views from areas north of PCH would be modified, public viewing opportunities that would be more expansive than those currently existing from adjacent roadways would be provided on site. Impacts on scenic vistas would be less than significant.

Impact AES-3 Implementation of the proposed project would not substantially degrade the existing visual character or quality of the project site and its surroundings.

For the purposes of this analysis, a substantial degradation of the existing visual character or quality of the site would occur if the project introduces a new visible element that would be inconsistent with the overall quality, scale, and character of the surrounding development. The analysis considers the degree of contrast between proposed features and existing features that represent the area's valued aesthetic image, in addition to the degree to which the project would contribute to the area's aesthetic value.

The project would implement a high-quality, mixed-use development on an underutilized site with no scenic resources. The proposed project site is currently a vacant lot that is undergoing soil remediation efforts and has been used as a soil borrow area for adjacent development. Development on the project site would introduce new urban uses that are intended to further the intent of the Downtown Specific Plan in providing a visually consistent Downtown and waterfront experience, including landscaping, public open space, and public ocean view opportunities. The project would be thematically linked to the Downtown area through the consistent use of architectural form and detail and would modulate the height and massing of the proposed structure in a manner that is consistent with the requirements of the Downtown Specific Plan. Utility lines, with the exception of the 66-kV electrical lines along Atlanta Avenue, would be placed underground. Six locations throughout the site, two in the residential village and four in the visitor-serving commercial section, are proposed public art locations.

The visitor-serving commercial uses and hotel development proposed in District No. 7 would be compatible in massing and character with some existing commercial development in the vicinity, particularly the adjacent 12-story Hilton Hotel immediately east of the project site. The proposed eight-story hotel towers would be within the height limits specified in the Downtown Specific Plan and would be constructed proximate to the adjacent hotel, providing a transition to the lower-scale, three-story commercial development on the western portion of District No. 7, which is more similar in size and massing to

commercial development nearer the Downtown core. Side yard setbacks would also be consistent with the Downtown Specific Plan, to provide a buffer from uses on adjacent parcels. Front-yard setbacks would be less than the required 50 and 20 feet in some areas on PCH and Pacific View Avenue, respectively. The location of structures closer to the street has the potential to increase the perceived intensity of development. However, some portions of development would be set back more than the required minimum. This would ensure that any encroachment into the setback area would not alter the visual composition of the site in a manner that would degrade the visual character.

The proposed development in District No. 8A would meet the height, density, and use type requirements intended by the Downtown Specific Plan to provide a transition between the commercial development in District No. 7 and lower intensity residential and commercial development to the north, east, and south of the project site. Additionally, development along Atlanta Avenue would be consistent with the upper story setback requirement of 100 feet from the northern exterior property line, which is intended to reduce the apparent massing of project development with respect to the residential uses to the north of the project site, in order to provide visual consistency. Additional visual buffering and relief for the surrounding uses would be provided by perimeter landscaping.

Overall, the project would add to the amount of development adjacent to and seen from adjacent roadways. The development itself would be a high quality development in conformance with the Specific Plan that would not be visually unattractive. However, the structures would add to the total massing of development in the area. Building variation in height, setbacks, and rooflines would add visual relief as seen from some locations. Other areas within the project site that have higher floor area ratios would result in a visual effect that would be highly prominent. The apparent density of the viewshed would change from an open space lot in the foreground to a major development with a number of multistory structures, exterior landscaping, improved sidewalks, and other accessory project features.

Visual simulations were completed for 13 viewpoints adjacent to the site that illustrate post-project conditions. Changes specific to each viewpoint are discussed below:

Viewpoints 1 and 2: Foreground views of the vacant site and surrounding construction fence would be replaced by proposed residential development, which would be a primary component of the viewshed. Development would include two- to four-story structures set back between 20 and 26 feet from the roadway. Landscape vegetation including a mix of trees and shrubs would soften the appearance of the building mass, as would variation in building height, setbacks, and rooflines.

Viewpoint 3. Three-story residential structures would be constructed along the roadway. Buildings shown in this simulation have high floor area ratios with limited setbacks of upper stories, and these features would increase the prominence of new development from this viewpoint. Landscaping in the foreground would soften the effect of this development. The landscaped median would add to the amount of landscaping in the viewshed.

Viewpoints 4, 5, 8a and 8b. Similar to viewpoints 1 and 2, views of the vacant site and surrounding construction fence would be replaced by development, which would be a primary component of the viewshed. Development would include structures up to four stories set back between 20 and 26 feet from the roadway. Landscape vegetation including a mix of trees and shrubs would soften the appearance of the building mass, as would variation in building height, setbacks, and rooflines.

Viewpoint 6. The commercial portion of the development would be visible from this location, changing the viewshed from an open space lot in the foreground to a major commercial development. Two- and three-story structures would be visible along with project signage, outdoor plazas, landscaping, fountains, and accessory features. Visually prominent features of commercial development would include a domed structure at the intersection of First Street and PCH. This structure as shown on the visual simulations would include a green and white colored domed roof on top of the three-story structure. Brightly colored banners and umbrellas at outdoor dining areas would add to the visual distinction of the site. In addition, a project identity feature would be included near this intersection; a 68-foot tall pillar with banners is used to denote its proposed location.

Viewpoint 7. Panoramic views of the beach area, the main visual amenity from this location, would remain. The proposed project would be seen as part of the background view from this location, and the project would be a primary contributor to background views. Development in the background currently includes a major development in the western portion of the view corridor and the Hilton hotel in the eastern portion. The project would add continuous development nearly entirely across the viewshed between these two existing developments. Distinct project features including the 8-story hotel towers, the domed roof at First Street and PCH, and project signage would be the most visually apparent portions of the development. The appearance of the coastal area of the City would change due to the project, as the views of the Downtown would be modified from a moderately developed area to a fully developed area with numerous multi-story structures with a variety of types of development (e.g., commercial, hotel, residential).

Viewpoint 10. From this viewpoint, the hotel tower would be seen adjacent to the street. Vegetation would step up from the curb to reduce massing effects of development. However, the solid building faces

eight stories in height would be a key change in the viewshed. Increased building mass would be most apparent in this location, due to the hotel tower adjacent to the street.

Viewpoint 12. The project would add to the amount of development adjacent to and seen from PCH from this location. As the viewer approaches the site from PCH, more structures in comparison to those currently present would be visible. Because project development would be visible west of the adjacent 12-story Hilton hotel, the project would not block views of development beyond the site to the east.

Project design, including architectural features, landscaping, and compliance with the Downtown Specific Plan development standards would ensure that the project would not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts would be less than significant.

Impact AES-4 The proposed project would cast shadows on surrounding residential uses.

For the purposes of this analysis, casting of shadows on adjacent residential properties or light-sensitive uses for more than three hours during either the summer or winter solstice (June 21 and December 21) between the hours of 9:00 A.M. and 3:00 P.M. would be considered a substantial change. In addition, this analysis considers if the effect of shadows would change the land use of adjacent areas.

Project development would have primarily limited shade and shadow effects on adjacent properties. Appendix K provides shade and shadow diagrams that illustrate the shadows that would be cast by proposed structures. The diagrams illustrate shadows during four days during the year: Summer Solstice (June 21), Winter Solstice (December 21), Spring Equinox (March 21), and Fall Equinox (September 21). These four days during the year represent the most extreme shade and shadow conditions during each season of the year. For each day, shadows during three times of the day were forecast: 9:00 A.M., 12:00 noon, and 3:00 P.M. For a significant impact to occur, shadows would be cast onto off-site light sensitive uses for a period of more than three hours. There are a number of occurrences where structures cast shadows onto the roadway, including during the summer solstice, spring equinox, and fall equinox. An example of the potential for these shadows to occur appears in Figure 3.1-18. This figure shows Spring Equinox 9:00 A.M. conditions. Portions of the sidewalk, and in some instances the roadway, would be shaded by structural development. These uses are not light sensitive. Therefore, impacts from buildings casting shadows onto the adjacent roadways would be less than significant.

Light-sensitive uses would be affected during the Winter Solstice, when the days are shortest and the angle of the sun in the sky has the potential to cast the longest shadows. During this period, at 3:00 P.M., shadows would be cast onto mobile homes across Huntington Street, as shown in Figure 3.1-19. These shadows are not present in the 9:00 A.M. or 12:00 NOON diagrams. Thus, shadows of this length would not begin until



Not to Scale

SOURCE: EIP Associates 2003



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FIGURE 3.1-18
Typical Shadows Cast by Proposed Development

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Not to Scale

SOURCE: EIP Associates 2003



EIP
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FIGURE 3.1-19
Worst Case Shadows – Winter Solstice 3:00 P.M.

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after noon. As indicated previously, significant impacts would occur due to the casting of shadows on adjacent residential properties or light-sensitive uses for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. As no shadows on the mobile homes are present in the 12:00 noon diagram, the shadows cast by the proposed project would have a duration of less than three hours during this period. In addition, with a sunset of about 4:15 during the Winter Solstice, shadows would not remain at this length for a substantial duration of time. Additional shade would result on a select number of residences during the shortest days of the year. However, shadows cast by proposed development would not result in a significant impact from shading of these residences.

Impact AES-5 Structural development would introduce new sources of light and glare into the project vicinity.

For the purposes of this analysis, light or glare effects evaluate the change in illumination level as a result of project sources and the extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas.

Project implementation would increase overall nighttime lighting in the project area with the introduction of additional street lighting, building exterior lighting, and vehicle headlights. As described in Section 2.2.2 (Surrounding Land Uses), uses across Huntington Street south of Pacific View Avenue and across First Street south of Walnut Avenue are hotel and commercial uses, respectively, which are not considered sensitive receptors and would not be adversely affected by increased light in the area. However, some residential uses lie along First Street north of Walnut Avenue, and the Pacific Mobile Home Park is located across Huntington Street, north of the proposed alignment of Pacific View Avenue. These uses would be considered sensitive with respect to increases in nighttime lighting.

As described above in Section 3.1.1 (Existing Conditions), several sources of nighttime lighting exist in the project vicinity, and the quality of the night sky has already been diminished. Streetlights provide the majority of light along the streets that surround the project site, particularly PCH. Surrounding uses, particularly the Hilton Waterfront Resort, also provide exterior lighting. The proposed project would introduce nighttime lighting directly onto the project site, as well as into the project vicinity. Consequently, the surrounding residential uses could be exposed to exterior lighting associated with the proposed buildings, particularly the condominium buildings proposed in the northern portion of the project site. However, as a standard condition of approval, the City requires that all outdoor lighting be directed to prevent light spillage onto adjacent properties, with indication of such provision on the final site plans. Additionally, some of this light would be masked by existing street lighting and nighttime vehicular traffic.

Structures would range from two to eight stories in height. Buildings generally three or more stories in height have the potential to include large building faces that could introduce reflective surfaces (e.g., brightly colored building façades, reflective glass) that could increase existing levels of daytime glare. The westward orientation of the primary façade would be subject to and could reflect direct afternoon sunlight. The project could serve as a new source of substantial glare in the area, and impacts would be potentially significant.

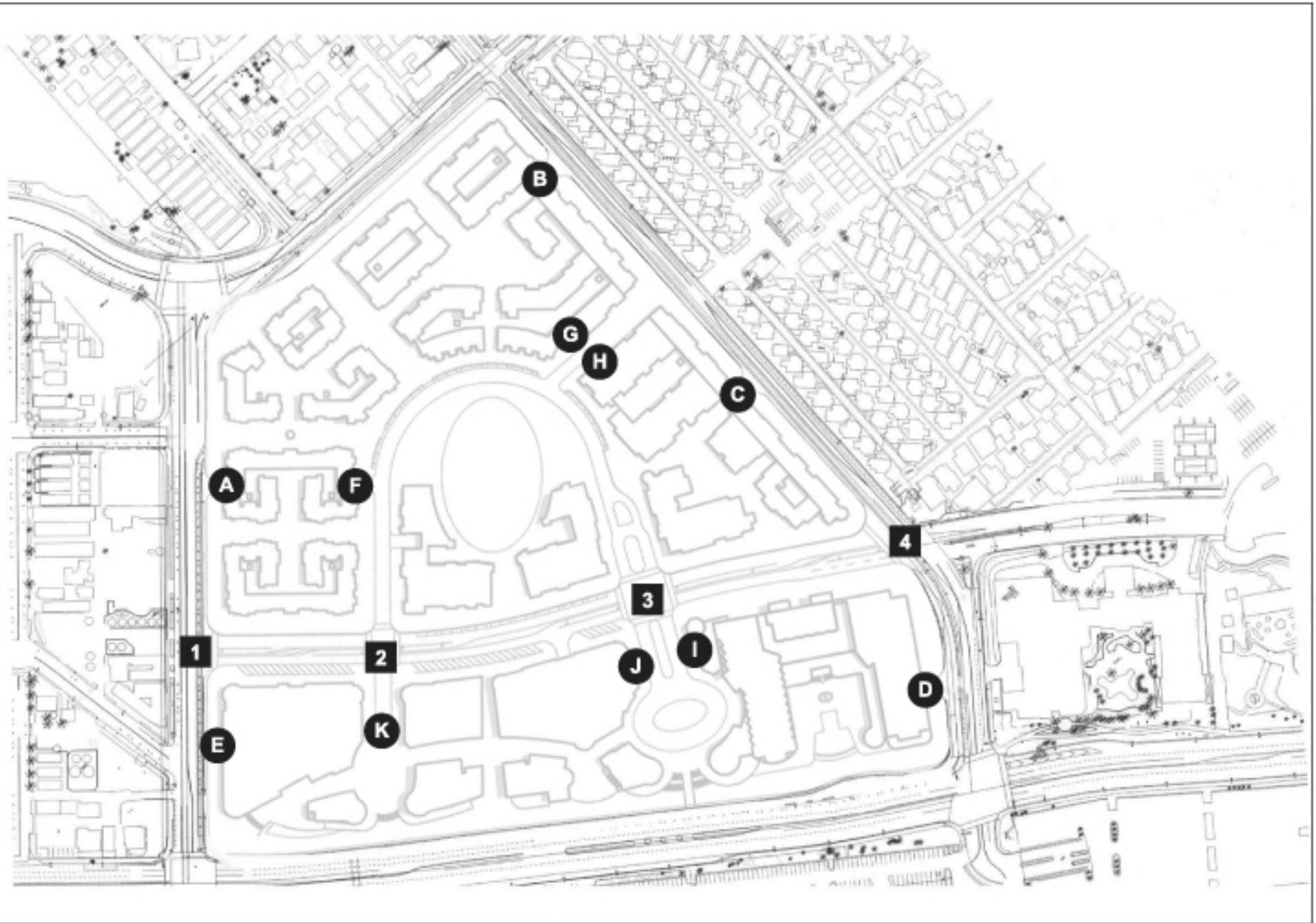
Impact AES-6 Implementation of the proposed project would introduce new sources of vehicle headlight, although they would not significantly affect adjacent sensitive uses.

Proposed ingress and egress points for the parking garage would be located along the perimeter of the property and internal to the site. Some of these access points would be situated across from residences, and headlights of vehicles could be directed onto residential properties along these streets as vehicles exit the parking garage. In addition, the proposed extension of Pacific View Avenue would create two new roadway intersections at First Street and at Huntington Street. Vehicle headlights at these intersections could affect adjacent residential properties. In total, there are 11 project accesses proposed, in addition to 4 new intersections, as shown in Figure 3.1-20.

Vehicular headlight, like all light, travels indefinitely until impeded by an intervening object. This analysis assumes all vehicle headlamp centers for service vehicles would be within the federal and State standard maximum of 54 inches (4.5 feet) in height and residential vehicles would have a headlamp center a maximum of 41 inches (3.4 feet) in height, due to garage clearance. However, typically vehicular headlights would be between two and three feet above ground level for sedans and mid-size truck/sport utility vehicles, respectively. The analysis also assumes that residential vehicles exiting the proposed garages would not be using “high beams” but rather “low beams,” which diffuse light in a manner that primarily limits beam light up to 6 inches above the headlamp center. That is, for vehicles with a headlight center of 3 feet above ground, light would not be spread more than 3.5 feet above ground level, at distances of 40 feet or more.

Garage A

Garage A would be located on First Street and serve the residential portion of the proposed project. Headlights of residential vehicles exiting Garage A would be directed primarily onto First Street and the opposite vacant lot owned by the Applicant, shown in Figure 3.1-15. The vacant lot is somewhat shielded from view by a mesh-covered chain-link fence. Since the lot is vacant, it is not considered a light-sensitive use, and the project would not affect the existing conditions. The site could be developed in the future for residential uses, and vehicles exiting the parking garage would have the potential to cast light onto



Not to Scale

SOURCE: EIP Associates 2003



EIP
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FIGURE 3.1-20
Proposed Garage and Intersection Locations

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these areas. Development of residential uses if proposed in the future would analyze this condition as part of the entitlement process for that development. Based on this site's location relative to the project, the area could be screened with fencing and vegetation designed to block any vehicular headlight that could reach future residences.

An existing residential use is located south of the vacant lot that could be affected by vehicles exiting and turning north on First Street from Garage A. Due to the proposed median, vehicles would be precluded from turning south onto First Street. This residence is located at nearly the same elevation (approximately 30.1 feet above msl) as the proposed garage exit (29.8 feet above msl). The bottom height of this residence's windows is approximately 3.5 feet off the ground or 33.6 feet above msl. The manner in which headlights distribute light is primarily limited to a maximum of 6 inches above the headlamp center and downwards at a distance of 40 feet away or more. With vehicular headlights typically between 2 and 3 feet above ground level, vehicles exiting proposed Garage A would primarily emit light at a height of 32.3 to 33.3 feet above msl and downward, an elevation just below existing visible windows across First Street. As vehicles would be limited to a right turn (northbound) onto First Street due to the proposed median, the potential for the effect is also limited due to the fact that the upper left quadrant of the vehicle headlight lamp would be the portion of the headlight affecting this residence, and this portion of the headlight is typically weaker in intensity compared to the right or lower portions of headlight lamps⁴. In addition, the proposed median on First Street would be landscaped, further diffusing light from reaching this residence. Therefore, exiting and turning of vehicles from Garage A onto First Street would not result in substantial headlight falling onto existing surrounding residential uses. Headlight impacts on these uses would be less than significant.

Garage B

Garage B would be located on Huntington Street and serve the residential portion of the proposed project. Headlight of residential vehicles exiting Garage B would be directed onto the opposite mobile home uses as well as Huntington Street. The mobile-home residences are primarily shielded from view by a 6-foot, wooden fence and sporadic vegetation growing on the fence as well as between the fence and the residences. Existing mobile homes located across from vehicles exiting and turning from Garage B are located at a slightly lower elevation (ranging from 15.9 to 17.3 feet msl) than the proposed garage exit (19.0 feet above msl). As shown in Figure 3.1-16, no windows facing the street are visible. Mobile home residences would not be substantially affected by vehicle headlights emerging from Garage B, since the existing wooden

⁴ The California Department of Motor Vehicles Vehicle Code states that on a straight level road under any condition of loading, none of the high intensity portion of the beam shall be directed to strike the eyes of an approaching driver. This results in a typically weaker light intensity in the upper left quadrant of a vehicle headlight compared to the right or lower portions of headlight lamps.

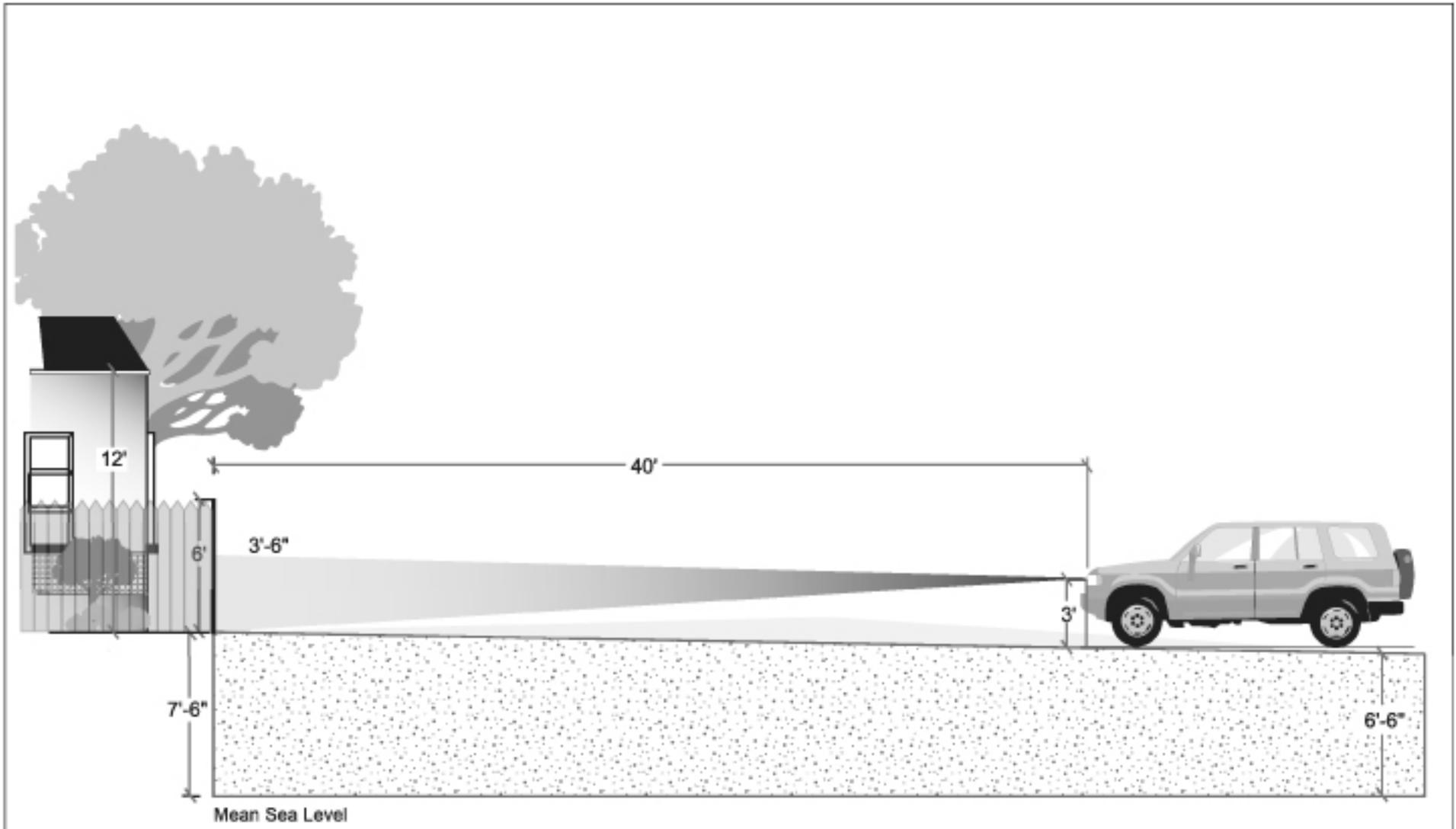
fencing and associated vegetation along the eastern side of Huntington Street would limit headlight from reaching these residences. Therefore, exiting and turning of vehicles from Garage B onto Huntington Street would not result in substantial headlight falling onto existing surrounding residential uses. Headlight impacts on these uses would be less than significant.

Garage C

Garage C would be located on Huntington Street and serve the residential portion of the proposed project. Headlight of residential vehicles exiting Garage C would be directed primarily onto the opposite mobile home uses as well as Huntington Street (refer to Figure 3.1-17). The mobile home residences are somewhat shielded from view by a 6-foot, wooden fence and sporadic vegetation growing on the fence as well as between the fence and the residences. Existing residential uses located across from vehicles exiting and turning from Garage C are located at a higher elevation (ranging from 7.5 to 8.4 feet above msl) than the proposed garage exit (6.5 feet above msl). Residential windows are typically 3 to 10 feet above floor height, and an existing 6-foot, wooden fence would screen the lower portions of windows. Figure 3.1-21 illustrates the relationship between headlight from vehicles exiting this garage and mobile home residences. With the shielding from the existing fence, windows that would be exposed to headlights would be at 13.5 to 14.4 feet above msl. With vehicular headlights typically between 2 and 3 feet above ground level, headlights would be about 8.5 to 9.5 feet above msl when exiting the garage. The manner in which headlights distribute light is primarily limited to a maximum of 6 inches above the headlamp center downwards at 40 feet away or more. Therefore, vehicles exiting proposed Garage C would primarily emit light at a height of 9 to 10 feet above msl and downward, an elevation below existing visible windows across Huntington Street. Therefore, exiting and turning of vehicles from Garage C onto Huntington Street would not result in substantial headlight falling onto existing surrounding residential uses. Headlight impacts on these uses would be less than significant.

Garages D and E

Garages D and E would be located on Huntington and First streets, respectively and serve the commercial portion of the proposed project. Headlight of service vehicles exiting Garages D and E could fall onto surrounding uses. Service vehicles would be exiting these garages with less frequency than assumed with residential garages, but service vehicles could involve trucks with higher headlight spread and reach. Vehicles exiting Garages D and E would be limited to a right turn (northbound) onto First Street or (southbound) onto Huntington Street due to the proposed medians, which would reduce the areas affected. The proposed landscaped medians on First and Huntington Streets at these portions of the street would



Note: Mobile Homes are located more than 40 ft. away from the proposed driveway.

diminish the effects of headlights. Hotel and commercial uses are located directly across from these proposed garage exits and are not considered light-sensitive uses. Therefore, if headlight effects were to occur, headlight impacts on these uses would be less than significant.

Garages F, G, and H

Garages F, G, and H would be located within the residential portion of the project and serve the proposed residences. Headlight of residential and visitor vehicles exiting Garage F would be directed primarily onto the opposite pedestrian path (which is not a light-sensitive use), and headlight of residential and visitor vehicles exiting Garages G and H would be directed primarily onto the opposite garage exits (which are not considered light-sensitive uses). The turning of vehicles from these three garages onto the loop road could result in headlight falling onto proposed surrounding residential uses. Proposed landscape plans (Makallon Atlanta 2003a) indicate that the proposed residential uses potentially affected by headlight spread and reach would be developed at higher elevations than these garage exits and the street. The first floor of the proposed residential uses would be developed with exterior private patio and garden walls/railings ranging from approximately 11 to 16 feet higher than street level and with shrubs and trees up to 24 to 36 feet in height at maturity. Table 3.1-4 compares garage exit elevations to the lowest potential elevations of the proposed residential uses that could be potentially affected by vehicular headlight, demonstrating that residential uses located higher than these elevations (due to their location above the proposed residential walls and railings) could potentially be affected by headlight glare.

<i>Garage Exit</i>	<i>Garage Elevation (Feet Above Mean Sea Level)</i>	<i>Lowest Elevation of Residential Uses Potentially Affected by Vehicular Headlight (Feet Above Mean Sea Level)</i>
F	30.5	42.0 to 41.8
G	29.0	41.0
H	29.0	41.0

SOURCE: Makallon Atlanta 2003a

As shown in the table, residential uses potentially affected by headlight spread and reach would be over 10 feet above garage elevations. Trees would range from approximately 24 to 36 feet above street level at maturity, further blocking light spread. Therefore, headlight from vehicles exiting and turning onto the street from Garages F, G, and H would not substantially affect adjacent residential uses. Therefore, headlight impacts on these uses would be less than significant.

Garages I, J, and K

Garages I, J, and K would be located within the commercial portion of the project and serve the commercial and hotel uses. Headlight of hotel and commercial visitor vehicles exiting Garages I and J would be directed primarily onto the opposite garage exits; however, the turning of vehicles from these garages and exiting/turning of vehicles from Garage K onto the internal circulation loop extensions south of Pacific View Avenue could result in headlight falling onto proposed hotel and commercial uses. The uses directly across from these proposed garage exits are not considered light-sensitive uses. Therefore, headlight impacts on these uses would be less than significant.

Intersections 1 and 4

Intersections 1 and 4 would be the intersection of Pacific View Avenue extension with First and Huntington streets, respectively. Headlight of proposed hotel and commercial visitor as well as residential vehicles turning onto First and Huntington Streets from Pacific View Avenue could be directed onto uses adjacent to Intersection 1 (First Street/Pacific View Avenue) and 4 (Huntington Street/Pacific View Avenue). Oil-drilling uses exist across First Street at Intersection 1 and have fencing blocking most views to and from these uses. Oil-drilling uses are not considered to be light sensitive; thus, potential headlight impact from vehicles turning onto First Street from Pacific View Avenue on these uses would be less than significant.

At the intersection of Pacific View and Huntington, a solid wall 6.25 feet in height along Pacific View Avenue east of Huntington Street and 5 feet tall along Huntington Street is located along the northeastern corner of Huntington Street and Pacific View Avenue, blocking all views to and from the mobile-home uses just beyond this wall. Therefore, headlight from vehicles turning onto Huntington Street from Pacific View Avenue would be substantially blocked from these residential views. Headlight impacts on these uses would be less than significant.

Intersections 2 and 3

Intersections 2 and 3 would be the intersection of Pacific View Avenue extension with the internal loop road. Headlight of proposed hotel and commercial visitor vehicles turning onto Pacific View Avenue from the internal circulation loop extension south of Pacific View Avenue could be directed onto the proposed residential uses adjacent to Intersections 2 and 3. The Landscape Concept Plans indicate that the proposed residential uses potentially affected by headlight spread and reach at Intersections 2 and 3 would be developed at higher elevations than the street. The first floor of the proposed residential uses would be developed with exterior private patio and garden walls/railings ranging from approximately 11 to 16 feet higher than street level and with shrubs and trees up to 24 to 36 feet higher than street level at maturity,

further blocking light spread. Therefore, headlight from vehicles turning onto Pacific View Avenue from the internal circulation loop extensions south of Pacific View Avenue would be substantially blocked from these residential views even on the first story. Therefore, headlight impacts on these uses would be less than significant.

3.1.5 Cumulative Impacts

As described above, the project site would not result in a significant impact with respect to scenic vistas provided by PCH, a State Scenic Highway. Further, the proposed project would provide public view opportunities on a site where none currently exist. The primary subject of views from PCH is the Pacific Ocean, as well as views of the Huntington Beach Municipal Pier. Cumulative development proposed along PCH could also affect views from this scenic highway. However, development along the highway, similar to the proposed project, would primarily occur north and west of the highway, and would not affect scenic views to the south and east. Construction of some cumulative projects could result in a net loss of view opportunities. However, the proposed project provides additional views on site and would not contribute to a cumulative loss of viewing opportunities.

The proposed project would not substantially degrade the visual quality of the project site or its surrounding area, as described above under Impact AES-3. The project would generally be consistent with the height, massing, and architectural provisions of the Downtown Specific Plan, which are intended to promote compatibility of development in the Specific Plan area with surrounding development. Cumulative projects that would be visible within the vicinity include the Hyatt Regency Resort, Waterfront Residential Development, and the Strand. These projects have been developed consistent with the development standards of the Downtown Specific Plan, to ensure that they would not degrade the visual quality of the area. Because the proposed project together with cumulative development would not result in a degradation of the project site or vicinity, impacts to the visual quality of the area would not be cumulatively considerable. Cumulative impacts would be less than significant.

The proposed project would create shadows that would affect neighboring sensitive uses. The creation of shadows has occurred and will continue as development of multi-story structures occurs in proximity to residential development. No development is proposed adjacent to the project that would extend the area affected by the project or duration of these shadows. Cumulative impacts would be less than significant.

As described above, the proposed project would introduce new sources of light and glare into the project vicinity. The roadways surrounding the project site are currently lit, and exterior lighting from the neighboring Hilton Waterfront Resort also provides some lighting of the vicinity. Generally, the existing

lighting would mask some of the additional lighting provided by the project, particularly with respect to spillage of light onto adjacent sensitive land uses. As described above in Section 3.1.1 (Existing Conditions), nighttime lighting has increased with development and the quality of the nighttime sky has already been diminished, and this diminishment would continue as development progresses in the City, particularly in the Downtown and waterfront area. The addition of the lighting proposed under the project, while minimized with respect to direct effects on neighboring uses and generally consistent lighting levels in the vicinity, would contribute to the overall diminishment of the nighttime sky in the Downtown and waterfront area. With respect to vehicular headlight, this effect would be site-specific and not compounded by development occurring in other locations within the City. Project-specific impacts would be less than significant, and cumulative impacts would also be less than significant.

The proposed project would not, with the implementation of Mitigation Measure (MM) AES-1, result in a substantial increase in daytime glare in the project vicinity, as the measure would require the use of nonreflective façade treatments. No other substantial sources of daylight glare exist in the project vicinity, and no cumulative impact would occur with respect to daytime glare. Therefore, the proposed project would not contribute to a cumulative glare impact.

3.1.6 Mitigation Measures and Residual Impacts

The following standard City requirements (CR) would apply to the project.

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| CR AES-A | <i>All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback 15 feet from the exterior edges of the building. Equipment to be screened includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork and transformers. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan showing screening must be submitted for review and approval with the application for building permit(s).</i> |
| CR AES-B | <i>If outdoor lighting is included, energy saving lamps shall be used. All outside lighting shall be directed to prevent “spillage” onto adjacent properties and shall be shown on the site plan and elevations.</i> |
| CR AES-C | <i>All landscape irrigation and planting installation shall be certified to be in conformance to the City approved landscape plans by the Landscape Architect of record in written form to the City Landscape Architect prior to the final landscape inspection and approval.</i> |

CR AES-D Prior to occupancy, all new and existing overhead utilities shall be installed underground in accordance with the City's Underground Utility Ordinance. In addition, all electrical transformers shall be installed underground.

In addition to the standard City requirements listed above, the following mitigation measure (MM) would be required to address Impact AES-5.

MM AES-1 To the extent feasible, the Applicant shall use nonreflective façade treatments, such as matte paint or glass coatings. Prior to issuance of building permits for the proposed project, the Applicant shall indicate provision of these materials on the building plans.

Impacts AES-1 through AES-4 and AES-6 would be less than significant, as described above. Incorporation of MM AES-1 would ensure that impacts from light and glare would be reduced to less-than-significant levels.

The provision of nonreflective façade treatments for structures proposed under the project would ensure that impacts described under Impact AES-5 related to daytime glare would be reduced to a less-than-significant level by reducing the reflective properties of the building materials employed, such as glass, metal, or finished concrete.