

Section 612. PUBLIC UTILITIES AND PARKS AND BEACHES.

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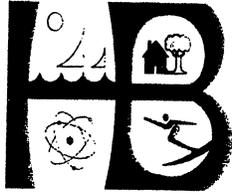
(b) No golf course, driving range, road, building over three thousand square feet in floor area nor structure costing more than \$100,000.00 may be built on or in any park or beach or portion thereof now or hereafter owned or operated by the City unless authorized by the affirmative votes of at least a majority of the total membership of the City Council and by the affirmative vote of at least a majority of the electors voting on such proposition at a general or special election at which such proposition is submitted.

(c) Section 612(a) and 612(b) shall not apply;

(1) to libraries or piers;

...

(\*) . . . It is the intent of Charter Section 612, the Measure "C" amendment, that a vote of the people be the final approval of projects approved by the city for construction on park land or beaches. Therefore, all projects falling under the criteria of Charter Section 612 must obtain all city approvals prior to being submitted to a vote of the people. The cost for the ballot measure shall be borne by the applicant for the project. If the project requires a lease or other financial consideration, the terms and conditions of the lease and/or financial aspect of the project shall be included in the information provided for the Charter Section 612 vote. (City Council Minute Action of July 11, 1994).



**CITY OF HUNTINGTON BEACH**  
**Inter Office Communication**  
Planning Department

**TO:** Main Street Branch Library Reference Desk  
**FROM:** Jennifer Villasenor, Associate Planner  
**DATE:** December 10, 2008  
**SUBJECT: DRAFT DOWNTOWN SPECIFIC PLAN UPDATE**

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Please make the above referenced document available for public review until Friday, January 23, 2009.

Please contact me at x1661 if you have any questions. Thank you.

## EIR Process and Schedule

As shown on the CEQA Process Flowchart (*page 11 of this packet*), the first step in the EIR process begins with the preparation of the Initial Study, which is currently circulating for public review. Typically, after comments are received on the Initial Study, preparation of the Draft EIR commences. For this particular project, technical reports are also being prepared prior to the EIR. Consequently, Hodge & Associates (the consulting firm hired by the City to write the EIR) is in the process of preparing the necessary technical reports that are required for more detailed analyses to be included in the EIR. After these technical reports are reviewed and approved by the City, the EIR will be prepared.

Although all dates are subject to change, it is currently anticipated that the Draft EIR will be available for public review sometime around Spring 2009, with a 45-day public review and comment period to follow the release of the Draft EIR. If you submit your name and address to the City of Huntington Beach, you will receive written notice from the City when the Draft EIR becomes available for review. All written comments received in regards to the future Draft EIR will be responded to in writing and included in a Final EIR to be prepared for the project. Certification of the Final EIR by the City of Huntington Beach Planning Commission and City Council are anticipated to occur in Summer 2009.

## Information Currently Available

An Initial Study (IS) and Notice of Preparation (NOP) have been prepared for the proposed Downtown Specific Plan Update, which outline the project description, location, and potential environmental effects. Copies of the Initial Study and Notice of Preparation are available for review at the following locations:

City of Huntington Beach  
Planning Department  
2000 Main Street  
Huntington Beach, CA 92648

City Clerk's Office  
2000 Main Street  
Huntington Beach, CA 92648

Main Street Branch Library  
525 Main Street  
Huntington Beach, CA 92648

Rodgers Senior Center  
1706 Orange Avenue  
Huntington Beach, CA 92648

View and download the documents online at: [www.surfcity-hb.org](http://www.surfcity-hb.org)

Navigate to: Government\Departments\Planning\Major Projects\Downtown Specific Plan Update

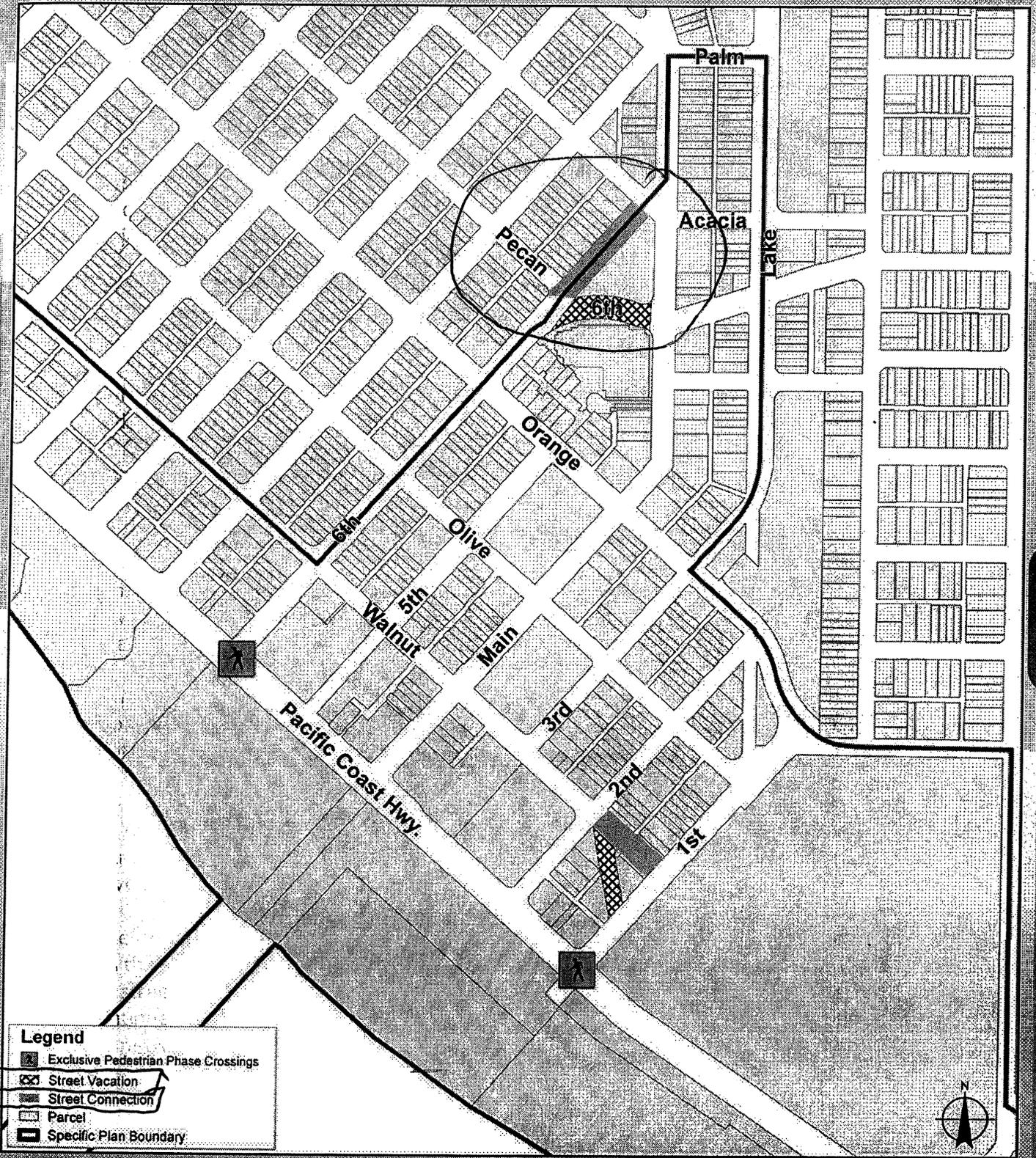


Figure 5-1 Conceptual Street Network Changes

Summary of Potential Land Use Demand		
Land Use	Market Demand <sup>1</sup>	
	Conservative	Aggressive
Retail	231,258 sq.ft.	388,770 sq.ft.
Restaurant	75,783 sq.ft.	91,830 sq.ft.
Office	108,814 sq.ft.	225,897 sq.ft.
Cultural Facilities		
Residential	449 units	1,198 units
Hotel		
<sup>1</sup> Capturable Demand Estimates for 2025, TNDG		

Figure 8-1 Summary of Potential Land Use Demand

### 8.4.2. Pro Forma Analysis

The feasibility of new development and redevelopment in the Specific Plan Area was examined in three phases by TNDG. First, demand for different land uses was estimated based on unconstrained supplies of land. Second, practical limits on development/redevelopment activity were examined in cooperation with RRM planners. Third, TNDG prepared analyses of financial feasibility through a series of pro formas that included factors such as existing land values.

In order to assess, at a preliminary level, the financial feasibility of redevelopment of underutilized properties in Downtown Huntington Beach, TNDG prepared a series of analysis models for hypothetical redevelopment scenarios based on prototypes developed by RRM. The models combined data on land costs, floor-area-ratios (FAR), parcel sizes (using actual parcels as project examples), building costs, parking requirements, potential building rents and sale prices (for condominiums), and potential development value based on projected cash flows.

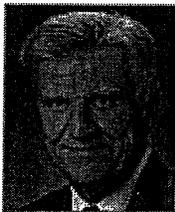
The evaluated prototypes included three mixed-use projects and one hotel project. The mixed-use projects included retail, restaurants, and office (one project) and/or condominiums (two projects), with one project having a bed & breakfast component as an option. Data for the assessments came from a variety of sources, including RRM Design Group (design configurations, parcel data including existing development at specific case-study sites, parking requirements, and cost estimates), construction cost estimating websites, and our internal data on development cost and project operational costs and other information.

Assessments of this type are subject to many cost/profitability factors and results should be viewed as providing preliminary and general indications only. The particular circumstances

Tuesday, October 7, 2008

# Bill Borden: downtown H.B. study a waste of money, time

Huntington Beach  
columnist.



**BILL BORDEN**

AS I SEE IT  
wtborden@aol.com

The City Council recently voted to spend over \$600,000 of our money – yours and mine – to do studies on our downtown. Yup, 600 big ones. \$470,000 will go to RRM Design Group to update our downtown specific plan. Kimley-Horn and Associates

will get \$130,000 to bring our parking plans up to date.

The city evidently searched everywhere for these folks. RRM is in San Luis Obispo and Kimley-Horn has offices in 15 states. Neither has an office in H.B. Seems to me the contract should have gone to a local firm.

RRM reportedly is studying the idea of closing Main Street and creating a pedestrian mall, similar to those in Santa Monica and Long Beach. Wow! What an innovative idea – which many lower paid and unpaid consultants have been suggesting for almost 20 years. City officials say the study will take two years. In the interim, there will be five community meetings where residents and business owners will give input. That will make it about 505 such meetings – without meaningful agreement or action.

A good thing to come from the countless, tedious meetings is Surf City Nights, the celebration downtown on Tuesdays. Main is closed to traffic and people nosh on fare at local eateries and admire the work of local artists. One never knows what to expect; that's why we go.

It doesn't take a rocket scientist to determine what's best for downtown H.B. The smart folks who operate shops there took a big chance with personal fortunes in building the existing cultural and marketing

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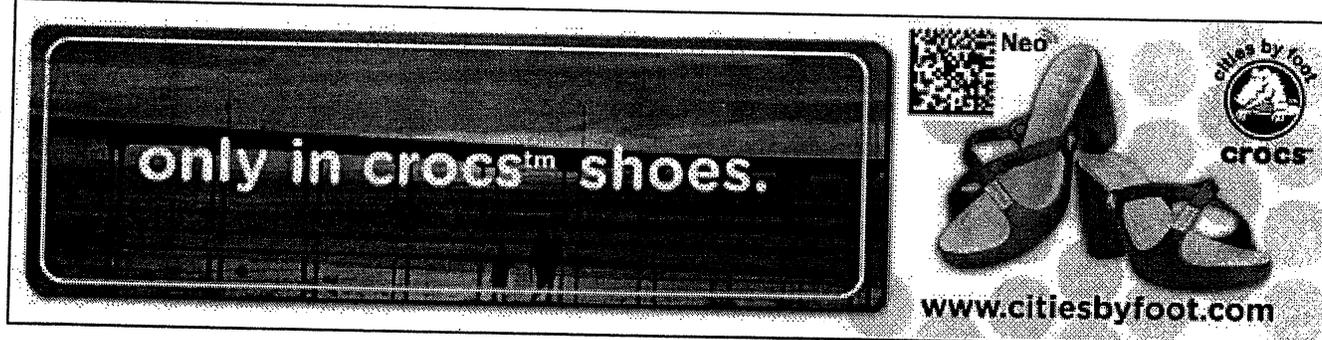
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success. These adventuresome entrepreneurs are finally making good returns on their investments. Business is good and they have no desire to tinker with it.

Downtown has evolved into the heart of Surf City and it got that way without a crew of overrated, elitist, out-of-town "experts." We have an intelligent City Council and competent planning staff. They should do their thing and save taxpayers \$600,000.

Contact columnist Bill Borden at [wtborden@aol.com](mailto:wtborden@aol.com) or [www.billborden.us](http://www.billborden.us).

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Friday, March 28, 2008

# Open space activists sue Surf City over senior center

## A lawsuit asks city officials to redo environmental reports and schedule a citywide vote on the project slated for Central Park.

By ANNIE BURRIS

The Orange County Register

HUNTINGTON BEACH The Parks Legal Defense Fund and other local activists have filed a lawsuit against the city asking officials to restart the approval process for a \$22 million senior center proposed for Central Park.

The activists are asking that the city redo environmental reports and schedule a citywide vote on the entire project.

In the suit, the Parks Legal Defense Fund, a nonprofit group formed in October to fight the senior center, alleges that the city's plans to fund the park are illegal and voters were deceived into voting for the location of the center in November 2006.

The group also argues that the city has treated parkland as having "utterly no value." The city "decided that laws designed to create and protect parks and open space could actually be used to destroy them," the suit states.

City officials said they have received the suit, which was filed March 4 in Orange County Superior Court. They said they would not comment on pending litigation.

The senior center is expected to replace a downtown center that supporters say is too small and outdated to serve a new generation of residents 60 years and older. The 45,000-square-foot project would sit on 5 acres in the city's major park.

The city is currently in negotiations with center developer Makar Properties, which could ultimately decide how the new center will be funded. Council members could decide to take out bonds and levy a special tax – allowed through the Mello-Roos Act – on future residents of the Pacific City development, also built by Makar.

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The city approved the senior center's environmental reports and permits in December and an appeal by Mayor Debbie Cook was overturned by the City Council in February.

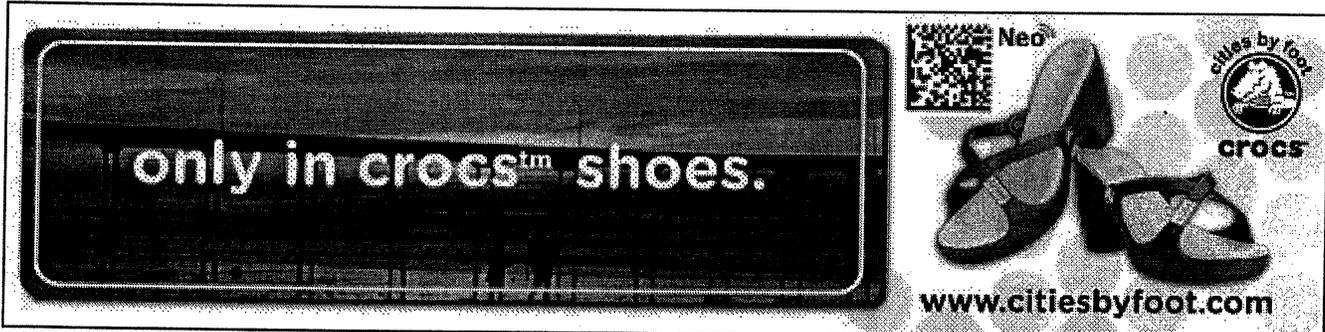
The suit says the environmental reports for the center failed to consider the availability of public school sites as alternatives to the Central Park location. Also, the city does not properly replace hunting grounds for birds that will be destroyed by the center, the claim said.

"We think it is important to the voters to know that this was not considered an environmentally sensitive project," said Mark Allen, attorney for the group.

Local activists named in the suit are Larry Geisse, Carol Robertson, Mindy White, Jerry Reuter and Teri Reuter – many of whom have been vocal opponents of the center for more than a year.

**Contact the writer:** [aburris@ocregister.com](mailto:aburris@ocregister.com)  
or 714-445-6696

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# Downtown Specific Plan

December 4, 2008

Huntington Beach Downtown Specific Plan Workshop 4



**rmdesigngroup**

creating environments people enjoy™

# District 1 - Key Standards

- Building Height
  - Minimum building height: 25'
- No FAR
- Density
  - 60 du/ac
- Reduced setbacks
  - 5' maximum for commercial/mixed-use
  - 10' minimum for residential only
- Required paseos, public open space, public art, storefront development standards

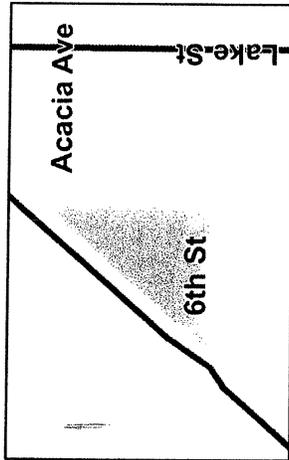
Condition	Max Height
≤ 50' street frontage	35' & 3 stories
> 50' street frontage & < Full block	45' & 4 stories
Full block	55' & 5 stories
Residential only	35' & 3 stories

# Maximum Net New Development Potential

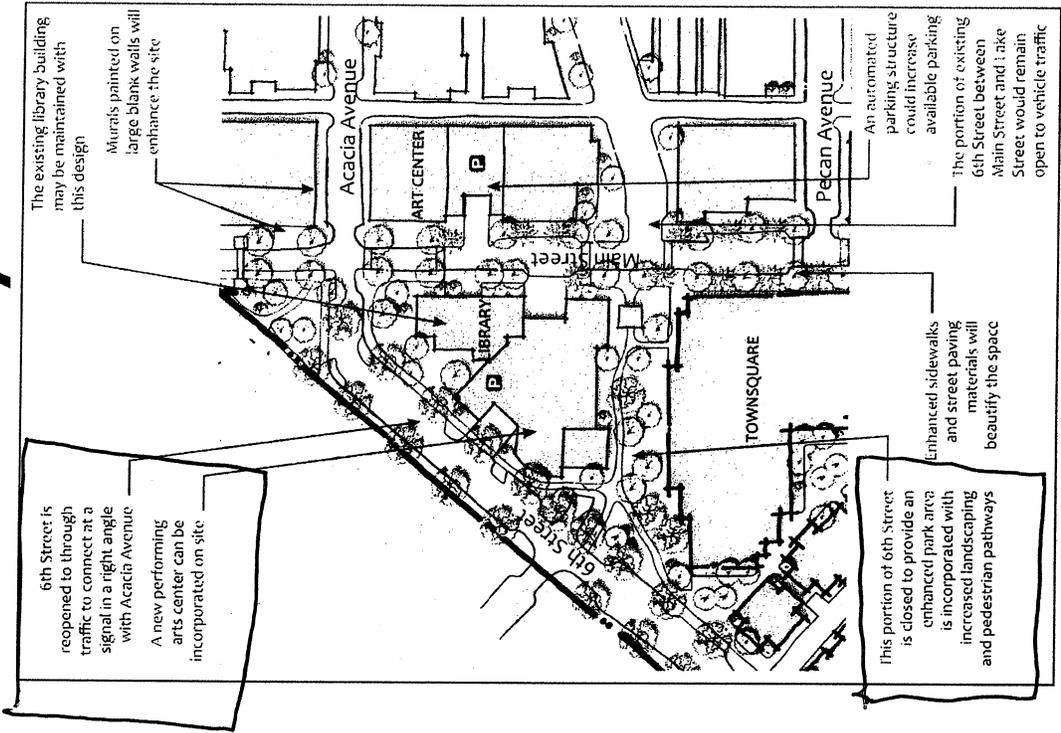
- Expected new development in addition to existing and currently approved development
- Developed through analysis of typical development prototypes containing a mix of retail, restaurant, office, and residential uses
- Calculated by:
  - Market demand
  - Physical assessment
  - Community input/character

Land Use	Maximum Development
Retail	213,467 sq.ft.
Restaurant	92,332 sq.ft.
Office	92,784 sq.ft.
Cultural Facilities	20,000 sq.ft.
Residential	648 units
Hotel	235 rooms

# Cultural Arts Overlay

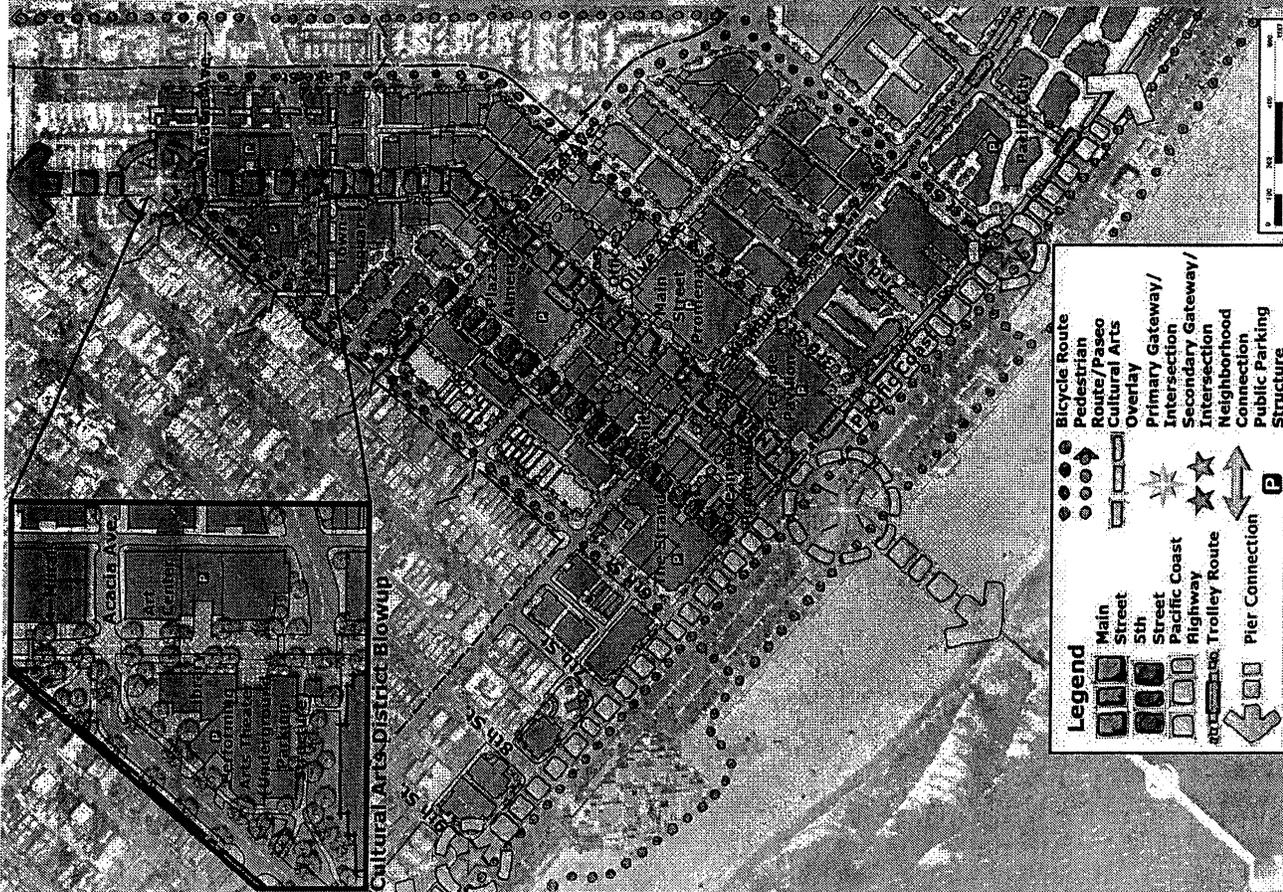


- To promote continued enhancement of the cultural arts
- Provide a focus point at the north end of Main Street
- Building on existing cultural facilities within the downtown
- Vacate portion of 6th Street to create larger space for arts facility
- No net loss of green space
- All parking underground



# Vision

- A mix of land uses-visitor serving, retail, restaurant, office and residential
- Connect and protect established residential neighborhoods
- Preserved view corridors to the ocean
- Architectural diversity
- New and vibrant streetscapes
- Sustainable development practices
- Public parking solutions
- Public directional signs
- California Coastal Commission and public involvement
- Focal point at each end of Main Street
- Bicycle and transit opportunities
- Strong pedestrian connectivity



Huntington Beach Downtown  
Specific Plan Workshop 4

# Appendix I - Reynolds Letter Attachment

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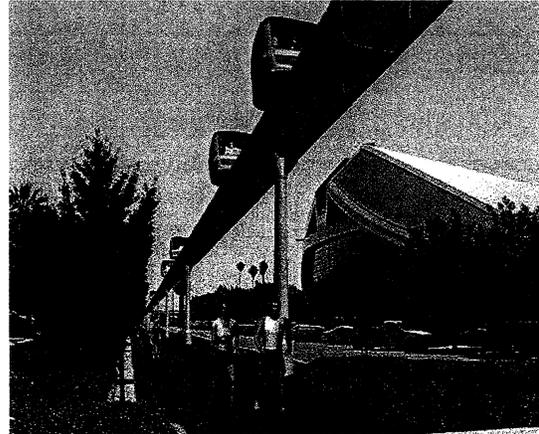
JUL 27 2009

Huntington Beach  
PLANNING DEPT.

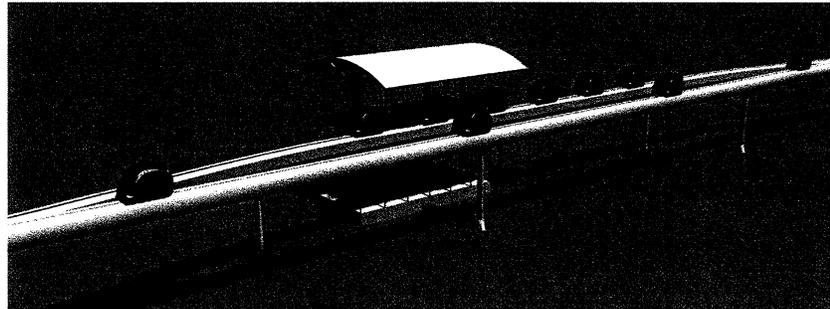
**PERSONAL RAPID TRANSIT (PRT) DETAILED**  
*Version 1.3 updated February, 2009*

**State-of-the-Art Technology for Re-Vitalization, Business Development and an Environmentally Friendly Solution for Traffic and Congestion in Huntington Beach**

PRT is an elevated fixed-guideway transportation system that supports 3-6 person driverless vehicles. Via very sophisticated and secure wireless computer control, PRT vehicles are designed for on-demand point-to-point *individualized private* transit, to/from station portals designed with sidings "offline" from the main guideway. PRT is connected in closed loops, making its implementation extremely scalable. As an elevated system, ground impact is not significant as pylons are only sunk 90 feet apart to support the metal guideways. Guideways can share street, freeway corridors and flood channels. It can be attached to structures like multi-story buildings or infrastructure, e.g. bridges. Vehicle movement is unidirectional on the loops, with switching between them and on/off station sidings controlled with centralized system servers and onboard computers. Guideway can also be 'doubled up' on Y-shaped pylons for bi-directional movement, multiplying throughput and increasing capacity with no additional at-grade impact.

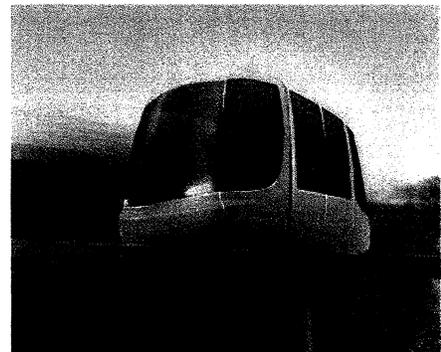


In operation, PRT vehicles would be made available in sufficient quantities so that riders will find them waiting at station portals – reversing the traditional light rail and bus models which operate fixed routes and schedules. Vehicle costs are expected to range in mid-five figures, vs. mid-six figure buses and



seven-figure light rail cars, allowing adequate quantities to be placed in service as soon as stations and guideway loops are constructed. PRT will cost 20-25 percent less than light rail (LRT). Unlike conventional transit, vehicles not in use are gathered on the offline station sidings awaiting riders. Maintenance facilities will still be required, but significant space to park idle vehicles is not needed as these assets are more valuable at stations pending use.

The offline station concept is key to understanding PRT as rides are non-stop, bypassing stations on the way directly to the rider's destination. On debarking, the vehicle can then wait for new rider(s) at that station, or if it's determined that another station on the grid is short or void of vehicles, or has more queued riders than waiting vehicles, it can be sent empty to that station. This "resource leveling" is unique to PRT and can't be accomplished without the extensive automation which manages the system, the vehicle resources, safety and security. Unlike last century's LRT and bus systems, PRT is truly state-of-the-art automated transportation.



With its computerization and absence of drivers, PRT can operate 24/7/365. PRT technology employs electric, emission-free magnetic linear induction motors, a very simple propulsion system characterized by a limited number of moving parts and