City of Huntington Beach Planning and Building Department
STAFF REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
BY: Jill Arabe, Associate Planner
DATE: February 10, 2015

SUBJECT: **ENTITLEMENT PLAN AMENDMENT NO. 14-001/VARIANCE NO. 14-007 (PACIFIC CITY RESIDENTIAL)**

APPLICANT: Mark Oberholzer, MVE & Partners Architects, 1900 Main Street, Suite 800, Irvine, CA 92614

PROPERTY OWNER: DCO Pacific City LLC, Robert McCullough, 1745 Shea Center Drive, Suite 200, Highlands Ranch, CO 80129

LOCATION: 21002 Pacific Coast Highway, 92648 (bounded by Atlanta Avenue, First Street, Pacific View Avenue, and Huntington Street)

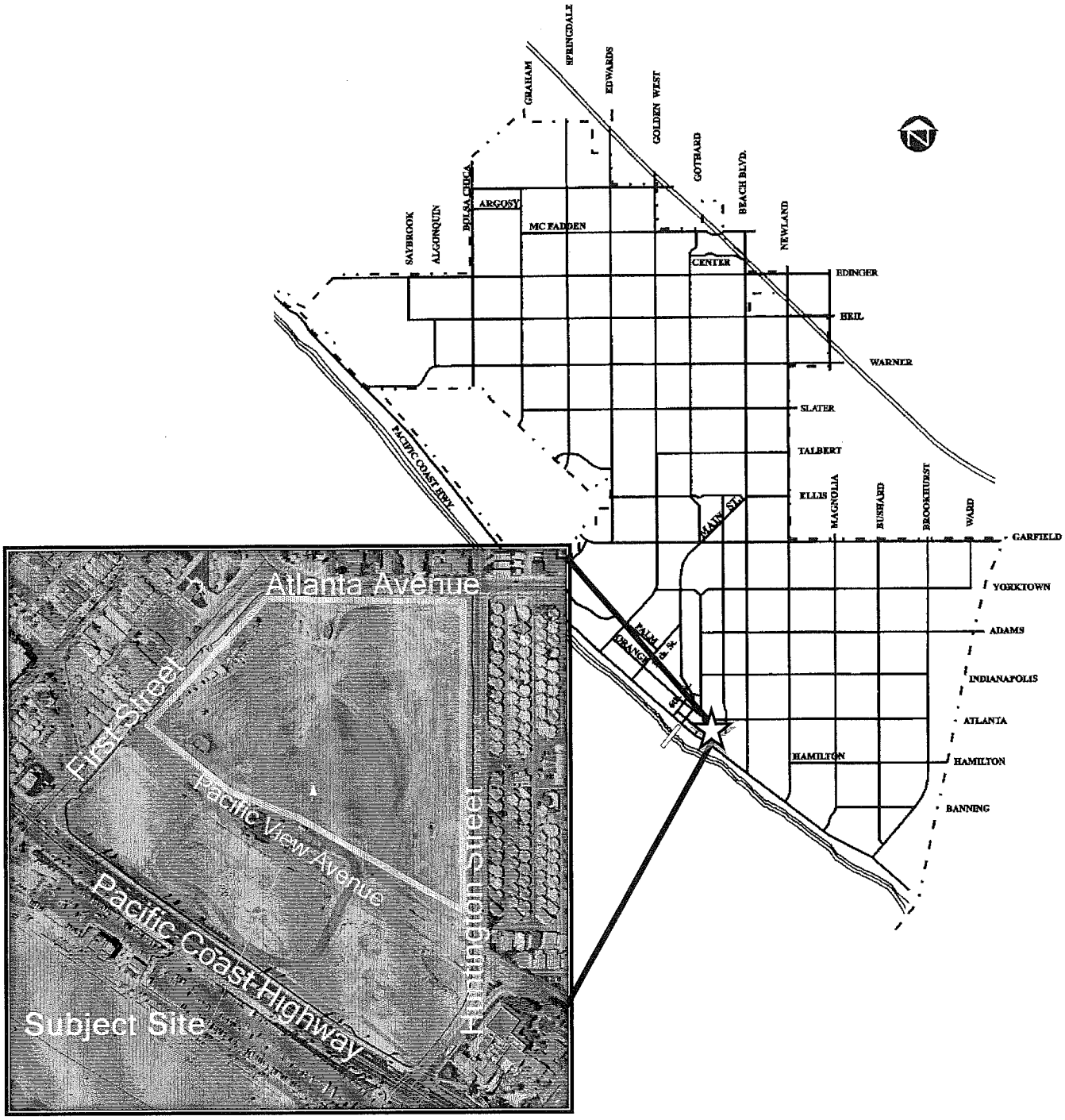
STATEMENT OF ISSUE:

- Entitlement Plan Amendment (EPA) No. 14-001 represents a request for the following:
  - To amend the previously approved site plan, floor plans, and elevations for the residential portion of the Pacific City project.
  - To determine the parking requirements of the Downtown Specific Plan (DTSP) for multi-family residential uses.

- Variance (VAR) No. 14-007 represents a request to provide 1,167 parking spaces in lieu of a minimum of 1,326 parking spaces.

- Staff Recommendation:
  Approve Entitlement Plan Amendment No. 14-001 based upon the following:
  - Consistency with applicable goals and policies of the General Plan.
  - Conforms to the provisions of the Downtown Specific Plan – District No. 5 and the Huntington Beach Zoning and Subdivision Ordinance.
  - Ensures development of the Pacific City project consistent with the conditions approved for Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12, Conceptual Master Plan, Entitlement Plan Amendment No. 12-005, Entitlement Plan Amendment No. 12-007, Entitlement Plan Amendment No. 12-009, and applicable mitigation measures adopted for Environmental Impact Report No. 02-01.

  Deny Variance No. 14-007 based upon the following:
  - Insufficient data analysis to demonstrate that the supply of parking adequately accommodates the demand for parking within comparable developments in the coastal zone.
  - Inadequate supply of parking for the proposed mix of unit types within the multi-family development.



VICINITY MAP
ENTITLEMENT PLAN AMENDMENT NO. 14-001/VARIANCE NO. 14-007
(PACIFIC CITY RESIDENTIAL)

- Constitutes grant of special privilege from prior approvals of the subject site and other developments in the DTSP.
- No special circumstances applicable to the subject property exist that limit development of the site.
- The 17.23 acre site is sufficient in size to accommodate the proposed density and minimum 1,326 parking stalls.
- Insufficient parking onsite will result in offsite parking impacts to the neighborhood.

RECOMMENDATION:

Motion to:

"Approve Entitlement Plan Amendment No. 14-001 with findings and suggested conditions of approval including a minimum of 1,326 parking spaces and Deny Variance No. 14-007 with findings for denial (Attachment No. 1)."

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

A. "Approve Entitlement Plan Amendment No. 14-001 with findings and conditions of approval, determine a minimum code requirement of 1,104 parking spaces, and accept withdrawal of Variance No. 14-007." **(Applicant's Request)**

B. "Approve Entitlement Plan Amendment No. 14-001 and Variance No. 14-007 (for 1,167 parking spaces in lieu of 1,326) with findings and conditions of approval."

C. "Deny Entitlement Plan Amendment No. 14-001 and Variance No. 14-007 with findings for denial."

D. "Continue Entitlement Plan Amendment No. 14-001 and Variance No. 14-007 and direct staff accordingly."

PROJECT PROPOSAL:

Entitlement Plan Amendment No. 14-001 represents a request to amend the previously approved site plans, floor plans, and elevations for the residential portion of the Pacific City project pursuant to Section 241.18, Changed Plans, of the Huntington Beach Zoning and Subdivision Ordinance (ZSO). The proposed modifications include redesigning the cluster building layout, converting one of the driveways from Huntington Street into an emergency vehicle access only driveway, adding a service driveway to the subterranean garage, removing one driveway access into the garage from the loop road, and revising the architecture with a contemporary style consistent with the commercial architecture portion of Pacific City. Access points from the surrounding street system to the project and the subterranean parking structure are also slightly shifted from previous locations. Consistent with the prior approved plan proposed by Crescent Heights, the applicant intends to lease the units as apartments at this time. Overall, the original count of 516 multi-family units remains the same.

Background:

On June 7, 2004, the City Council approved Environmental Impact Report No. 02-01, Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development

Permit No. 02-12, and Conceptual Master Plan for the Pacific City project. The approved Pacific City mixed use project allowed subdivision of the approximately 31 acre site into three parcels and permitted development of 516 condominiums, an eight story, 400 room hotel, spa and health club, and 191,100 square feet of visitor-serving commercial uses with retail, office, restaurant, cultural, and entertainment uses. The approved project was subsequently reduced through an entitlement plan amendment in 2008 to a 250 room hotel and a corresponding reduction in the parking through a revised shared parking analysis.

The project started construction on two thirds of the subterranean parking structure along Pacific Coast Highway but ceased construction in approximately 2008 due to the downturn in the economy and market conditions. The site was acquired by Crescent Heights in 2012 and obtained approvals from the Planning Commission and City Council with the following entitlements for modifications to the residential portion of Pacific City:

- EPA No. 12-005 and Development Agreement No. 12-001 amended conditions of approval related to affordable housing, park and school fees, and project phasing;
- EPA No. 12-007 amended the residential site plan, floor plans, and elevations; and
- EPA No. 12-009 replaced the Master Association with a Master Declaration of CC&Rs governing each of the three parcels.

In early 2014, the site was acquired by the current property owner, DCO Pacific City LLC (UDR).

Study Session:

The Planning Commission held a study session for the project on January 27, 2015. The Planning Commission asked questions regarding parking requirements, other communities' parking requirements, modifications to the vehicular access points, the LLG Engineers parking study, affordable housing, and architectural design. As requested at the study session, Attachment No. 9 is an exhibit showing adjacent street parking spaces and Attachment No. 10 is an exhibit depicting the coastal zone boundary in the City. Additionally, as requested staff has provided the recent PowerPoint presentation to City Council identifying the conclusions of the Walker Parking study of the parking issues in District 1 of the Downtown Specific Plan (Attachment No. 11). It should be noted that the Walker Study focused on the Downtown District Core and the shared parking concept of the mix of uses Downtown. The Pacific City residential project is required to stand on its own in terms of providing adequate onsite parking. Other cities' parking requirements may be found in Attachment No. 15.

ISSUES:

Subject Property Land Use, Zoning, and General Plan Designations:

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	RH-30-sp (High Density Residential - 30 du/gac – Specific Plan Overlay)	Downtown Specific Plan (SP5) - District 5 (Multi-Family Residential)	Vacant
North of Subject Property (across Atlanta Ave.):	RMH-25-d (Residential Medium High Density – 25 du/ac-Design Overlay)	RMH-A (Residential Medium High Density-Small Lot)	Residential
East of Subject Property (across Huntington St.):	RM-15 (Residential Medium Density – 15 du/ac)	RMP (Manufactured Home Park)	Mobilehome park
South of Subject Property:	CV-F7-sp (Commercial Visitor - 3.0 floor area	Downtown Specific Plan (SP 5) – District 2 (Visitor	Under construction – Pacific City

	ratio – Specific Plan Overlay)	Serving Mixed Use)	Commercial & Hotel
West of Subject Property (across 1st St.):	M->30-d-sp-pd (Mixed Use – 30 du/ac - Design Overlay – Specific Plan Overlay – Pedestrian Overlay)	SP 5 – District 1 (Downtown Core Mixed Use)	Commercial, Oil-Related and Residential

General Plan Conformance:

The entire project site is located within the Multi-Family Residential segments of the Downtown Specific Plan. The General Plan land use designation is Residential High Density – Specific Plan Overlay (RH-30-sp). The entitlement plan amendment for the residential portion is consistent with the following General Plan goals, policies and objectives of the RH designation on the site:

A. *Coastal Element*

Goal C 1: Develop a land use plan for the Coastal Zone that protects and enhances coastal resources, promotes public access and balances development with facility needs.

Objective C 1.1: Ensure that adverse impacts associated with coastal zone development are mitigated or minimized to the greatest extent feasible.

Policy C 1.1.1: With the exception of hazardous industrial development, new development shall be encouraged to be located within, contiguous or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services, and where it will not have significant adverse effects, either individual or cumulative, on coastal resources.

Policy C 1.1.7: Encourage cluster development in areas designated for residential use within the Coastal Zone.

Objective C 1.2: Provide a land use plan that balances location, type, and amount of land use with infrastructure needs.

Policy C 1.2.1: Accommodate existing uses and new development in accordance with the Coastal Element Land Use Plan and the Development and Density Schedule, Table C-1.

Policy C 1.2.3: Prior to the issuance of a development entitlement, the City shall make the finding that adequate services (i.e., water, sewer, roads, etc.) can be provided to serve the proposed development, consistent with policies contained in the Coastal Element, at the time of occupancy.

Policy C 2.2.3: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments.

Policy C 2.4.1: Maintain an adequate supply of parking that supports the present level of demand and allows for the expected increase in private transportation use.

Objective C 3.2: Ensure that new development and uses provide a variety of recreational facilities for a range of income groups, including low-cost facilities and activities.

Objective C 4.1: Provide opportunities within the Coastal Zone for open space as a visual and aesthetic resource.

B. *Housing Element*

Goal H 2: Provide adequate housing sites to accommodate regional housing needs.

Goal H 3: Assist in development of affordable housing.

Policy H 3.1: Encourage the production of housing that meets all economic segments of the community, including lower, moderate, and upper income households, to maintain a balanced community.

C. *Land Use Element*

Goal LU 9: Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.

Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.

The entitlement plan amendment would ensure that the project is developed in accordance with current standards and regulations and the approved development plans, which provides a multi-family residential option within a master planned mixed use development site. The multi-family residential project provides an alternative for residents seeking to be within walking distance of work, services or commercial uses and reduce dependency on their automobile. The entitlement plan amendment affects only the site plan layout, floor plans, and architectural design of the residential units but maintains the overall approved density of 516 units along with a 2.03 acre publicly accessible but privately owned and maintained park. Affordable housing units are to be provided through the recently approved amendments to conditions of approval and development agreement, which specifies that 51 of the 516 units are to be provided on-site to moderate income households. The project was found in conformance with the General Plan and the revised plans with conditions maintain consistency with the General Plan.

Zoning Compliance:

The residential portion of the site is located in Specific Plan No. 5 Downtown Specific Plan (DTSP) and complies with the requirements of District 5, Multi-Family Residential, with exception of the variance for parking. The table below shows an overview of the project's conformance to the development standards. In addition, a list of City Code Requirements, Policies, and Standard Plans of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Code has been provided to the applicant (Attachment No. 5) and is included for informational purposes only.

Development Standard	Required		Proposed
Maximum Site Coverage	50% net site area		34%
Maximum Density	30 du/ac = 516 units		516
Maximum Building Height	50' + 10' for mechanical or architectural features		58' (including 8' elevator tower)
Min. Upper Story Setback	100' from northern property line		100'
Min. Front Yard Setback	20'		24'
Min. Exterior Side Yard Setback	20'		21'
Min. Rear Yard Setback	20'		24'
Vehicle Parking - Studios/1-bedrooms (222) - 2-bedrooms (223) - 3-bedrooms (71) - Guest parking (516)	 2 min. per unit 2 per unit 2.5 per unit 0.5 per unit	 444 spaces 446 spaces 177.5 spaces 258 spaces 1,326 total spaces	1,167 total spaces*
Bicycle Parking	1 bicycle space per 4 dwelling units = 129 bicycle spaces		129 bicycle spaces
Open Space - Private Open Space - Common Open Space	77,400 sq. ft. - Minimum 23,220 sq. ft. - Minimum 54,949 sq. ft.		284,124 sq. ft. - 53,949 sq. ft. - 230,175 sq. ft.
Minimum Dwelling Unit Size	Minimum 500 sq. ft.		653 sq. ft. – 1,643 sq. ft.

*Variance requested

Urban Design Guidelines Conformance:

The project is subject to the Downtown Specific Plan Design Guidelines which provide the minimum qualitative design expectations for the downtown. All development is required to comply with the spirit and intent of the design guidelines. Ground floor residential units around the perimeter of the site have private entry terraces facing the street while access to the upper story units is from interior corridors. There are several small recreational areas, a 20 ft wide pedestrian corridor along First Street and Pacific View Avenue, as well as a 2.03 acre Village Green, that are connected by pedestrian walkways to link the residential neighborhoods with the development.

The previously approved architectural style for the residential portion of Pacific City was typical Mediterranean design with white stucco and red tile roofs and was common when the project was designed and approved between 2002 and 2004. In 2012, Crescent Heights altered the development to a modern contemporary aesthetic. The new property owner, UDR, acquired the site early last year and will continue to maintain a modern contemporary design with coastal character. The newly designed project consists of clusters of buildings made up of four different design styles while the colors, materials, and elevations consist of various wood treatments, sun shades, warmer colors, and textures that are similar to the Pacific City commercial and hotel plans. Staff has determined that the proposed contemporary design complies with the Urban Design Guidelines because the project incorporates variations in roof elements, roofs at varying heights, vertical elements such as towers, projections and recesses in the wall design, wall undulations between units, varied colors, textures, and materials, a variety of materials on the wall planes, and corner cutoffs and increased setbacks at key corners and site entrances. Additionally, the preliminary landscape plan softens the proposed structures while adequately defining building and driveway entrances.

Environmental Status:

Entitlement Plan Amendment No. 14-001 is covered under Environmental Impact Report (EIR) No. 02-01, prepared by EIP Associates and certified by the City Council on June 7, 2004, pursuant to the provisions of the California Environmental Quality Act. In particular, no substantial changes are proposed to the project which will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, no substantial changes have occurred with respect to the circumstances under which the project, as proposed to be modified by this entitlement plan amendment, is undertaken which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Finally, no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows that more significant effects would occur or that new mitigation measures are feasible or necessary. Therefore, in accordance with CEQA Guidelines Sections 15162 and 15163, no subsequent environmental impact report or supplement to the EIR need be prepared for this entitlement plan amendment and no further environmental review or documentation is required.

Environmental Board: Not Applicable.

Coastal Status:

The Pacific City project site is located in the non-appealable jurisdiction of the Coastal Zone and includes an entitlement plan amendment to Coastal Development Permit No. 02-12 approved by the City Council on June 7, 2004. The proposed amendment, as conditioned, is consistent with the Coastal Element as the project density remains the same, the proposed buildings are located in a cluster design as encouraged by Coastal policies, adequate infrastructure can be provided to the development, the project is located in close proximity to other development, and the project includes open space as a visual and aesthetic resource.

Redevelopment Status: No Longer Applicable.

Design Review Board:

The Design Review Board reviewed the proposed colors, materials, elevations, architectural design, and preliminary landscaping plan at a Special Meeting on January 22, 2015. After a review and study of the proposed project and discussion regarding the style, shape, colors, and materials, the board unanimously recommended approval of the project with modifications to the Planning Commission as follows:

- Provide a minimum setback of 8 ft. from back-of-sidewalk to private patio areas and the buildings along the loop road.
- The tower for the elevator and parapet extension at Building 1 facing Atlanta Avenue shall be revised with architectural detailing or articulation to deemphasize the height of the tower projection subject to review and approval by the Planning and Building Department.
- Within the pocket park at the northwest corner of the site, provide a pedestrian path from the public sidewalk at the corner of Atlanta Avenue and First Street to the pedestrian walkway adjacent to Building 2.
- A minimum five (5) ft. wide planter with hedges/screening shall be provided between proposed mechanical equipment (i.e., transformers, backflow devices) and the back-of-sidewalk.
- Provide bicycle parking areas near lobby entrances or within paseos.

- Provide enhanced/decorative paving at pedestrian crossings within the loop road.
- Architecturally enhance the corridor walls at upper level setback areas.

Subdivision Committee: Not applicable.

Other Departments Concerns and Requirements:

Entitlement Plan Amendment No. 14-001 is consistent with conditions approved for Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12, Conceptual Master Plan, EPA 12-005, EPA 12-007, EPA 12-009 and applicable mitigation measures adopted for Environmental Impact Report No. 02-01, which was reviewed by the Building Division and Fire, Police, Public Works, Community Services and Office of Business Development Departments.

The Departments of Planning & Building, Office of Business Development, Community Services, Fire, and Public Works have reviewed the application and identified comments and applicable code requirements (Attachment No. 5).

Public Notification:

Legal notice was published in the Huntington Beach Independent on January 29, 2015, and notices were sent to property owners of record and occupants within a 500 ft. radius of the project site, interested parties, and individuals/organizations that commented on the previous project approval. As of February 3, 2015, staff has received 21 public comments on Entitlement Plan Amendment No. 14-001/ Variance No. 14-007 (Attachment No. 7).

Application Processing Dates:

DATE OF COMPLETE APPLICATION:	MANDATORY PROCESSING DATE(S):
November 3, 2014	April 3, 2015 (includes 90-day extension requested by the applicant)

ANALYSIS:

The site is located within District 5 of the Downtown Specific Plan (DTSP). The primary purpose of this district is to allow high density residential uses. The residential development will provide uses to help support the commercial and office uses in the downtown area. The proposed project is consistent with the DTSP with recommended conditions including the provision of adequate parking. As designed, the development appeals to the contemporary and coastal character of the redesigned commercial and hotel components of Pacific City.

Site Layout and Circulation

The design of the site is focused on outdoor living and encouraging people to leisurely walk the neighborhood. The building layout follows the round path of the inner loop road and forms a parabolic shape around the site creating plenty of landscaping along the perimeter. The northerly portion of the site contains a large expanse of green space consisting of a dog park (on the east) and pocket park (on the west). Six private courtyards feature a variety of landscaping, seating and water features and are designed to take advantage of sunlight during different times of the day. The ground level units facing the streets have entry terraces, which provide convenient access to the public sidewalk and a pleasant setting to the

existing neighborhood. The center of the subject site contains the 2.03 acre publicly accessible park and the private pool deck with amenity building. The landscaping in the public park includes varying heights that form a "swell" which thematically integrates with the design of the private amenity building that takes the form of a wave.

Previously approved plans of the site had two driveways into the garage from Huntington Street, one driveway from First Street, and two driveways from the loop road. The proposed plans modify the driveways from Huntington Street by adding an Emergency Vehicle Access driveway, changing one of the garage entrances into a service entrance into the garage, and keeping one driveway as an entrance into the lower level of the subterranean garage for resident access. The new driveway from Huntington Street, as conditioned, shall not be used for public access or parking. In addition, the loop road is proposed with only one entrance into the subterranean garage as opposed to two from the prior approved plan. The applicant has identified that three access points into the garage is sufficient for the project. The site is gated as a private community and guest/visitor access via vehicle will be from Pacific View into the gated loop road. Surface parking is provided along the loop road. It is staff's position that the project will need to provide additional parking, as conditioned, to adequately serve the site based upon the DTSP requirements. A detailed discussion of parking is provided in the Analysis section.

Staff finds that the modifications to the site layout and circulation with suggested conditions are consistent with the previously approved entitlements as well as the General Plan, Downtown Specific Plan No. 5, and the HBZSO and recommends approval of the site layout and circulation.

Revised Architectural Design

When the project was approved in 2004 it included a Coastal Mediterranean design with white stucco walls and sloped red tile roofs popular at the time. In 2012, the architectural design was changed to a contemporary modern design with streamlined white block, angular building facades, and flat roofs. The current proposed modifications continue the contemporary design with the inclusion of warmer materials and colors such as wood siding and sun shades consistent with the architectural design recently approved at the commercial and hotel buildings along Pacific Coast Highway. Staff supports the proposed design because it is within the framework of articulation, variation in roof design, and reduction in building mass stipulated by the design guidelines. There are four building designs that incorporate varied wood treatments and colors, undulation in building walls, and articulation in roof heights. Additionally, the design provides recesses and projections through the placement of balconies and separations in the building walls, the building clusters contain roofs located at different levels, combinations of units at different heights, and a stagger or jog of unit planes. The combination of building materials, varied textures, and colors create relief in the overall building mass. Vertical elements such as towers or similar architectural features accent the horizontal massing and provide visual interest at lobby entrances. The upper stories at building corners are stepped back to reduce the scale of facades. Also, the parabolic shape of the overall building layout introduces greater open space and landscaped areas to buffer the site from the residential neighborhood to the north. Finally, rooftop decks are integrated with the architecture of the building and located primarily along the interior of the project.

Staff finds that the revised residential design is consistent with the previously approved entitlements as well as the General Plan, Downtown Specific Plan No. 5, and the HBZSO and recommends approval of the revised architecture.

Downtown Specific Plan Parking Requirements for Project

The Downtown Specific Plan, which is within the Coastal Zone, was updated and approved in 2010 and certified by the California Coastal Commission in 2011. In order to consolidate applicable regulations

into one document, the minimum two spaces required per unit in the coastal zone was repeated from the HBZSO into the DTSP at that time. There are 7 districts within the specific plan, and each district has a variety of applicable development standards. The DTSP also includes a General Provisions Chapter that identifies criteria that may apply to developments in all districts such as provisions for refuse and recycling collection areas, fences and walls, and parking. The proposed project is within District 5 of the DTSP. As written in the General Provisions Chapter, the following vehicular parking provisions apply.

Per Section 3.2.26.4 Vehicle Spaces Required in the DTSP, multi-family developments in all districts (excluding District 1) require the following parking spaces:

All Other Districts	Studio and 1 bedroom units: 1 enclosed space per unit
	2 bedroom units: 2 spaces (1 enclosed) per unit
	3 or more bedroom units: 2.5 spaces (1 enclosed) per unit
	0.5 guest spaces per unit

Per Section 3.2.26.6 Coastal Zone Design Standards in the DTSP, each dwelling unit located in the Coastal Zone shall have a minimum of 2 on-site parking spaces. If the total coastal parking requirements exceed the total minimum parking as required by the section above, the additional required parking spaces may be in tandem with enclosed spaces, provided the tandem space is assigned to an enclosed space and complies with the turning radius required by Chapter 231 of the HBZSO.

Application of the DTSP Requirements to the Project

Applying both DTSP Sections 3.2.26.4 and 3.2.26.6 to the proposed project would result in the following:

Section 3.2.26.4	Section 3.2.26.6	Proposed Unit Count	Required Parking
Studio/ 1 bedroom: 1 enclosed space per unit	Minimum 2 per unit	222 (studio/1 bedroom)	x 2 = 444 spaces
2 bedroom units: 2 spaces (1 enclosed) per unit	Minimum 2 per unit	223 (2 bedroom)	x 2 = 446 spaces
3 or more bedroom units: 2.5 spaces (1 enclosed) per unit	Minimum 2 per unit	71 (3 bedroom)	x 2.5 = 177.5 spaces
0.5 guest spaces per unit		516 (total units)	x 0.5 = 258 guest spaces
Total			**1,326 total spaces**

Applicant's Proposed Application of the DTSP Requirements to the Project

The applicant disagrees with staff's method of calculating the minimum number of parking spaces required for the mix of 1, 2, and 3 bedroom units proposed by UDR. In a letter received and dated January 27, 2015, the applicant's attorney summarized their interpretation of the proposed parking requirements for the project (Attachment No.4). The table below describes the summary.

Proposed Unit Count	Section 3.2.26.4 Requirement	Section 3.2.26.6 Requirement
222 (studio/1 bed)	x 1 = 222 spaces	x 2 = 444 spaces
223 (2 bedroom)	x 2 = 446 spaces	x 2 = 446 spaces
71 (3 bedroom)	x 2.5 = 177.5 spaces	x 2 = 142 spaces
516 (total units)	x 0.5 = 258 guest spaces	
	1,104 total spaces	**1,032 total spaces**

In the letter, the applicant compares the two parking sections and states that the stricter of the two sections in the DTSP would be required of the project. Using this method, the applicant believes only 1,104

parking spaces are required. Because the project is proposing 1,167 onsite parking spaces, the applicant states that there is a surplus of 63 spaces.

Multi-Family Development Parking Requirements within the City (excluding other specific plans)
Other residential zones, excluding specific plans, within the City of Huntington Beach are RL (Residential Low Density), RM (Residential Medium Density), RMH (Residential Medium High Density), and RMH-A (Residential Medium High Density – Small Lot Subdistrict). If a project with the same unit mix (222- studio/1-bed; 223- 2-beds; 71- 3-bedrooms) was proposed to be located within the City, but outside of the DTSP and Coastal Zone, Section 231.04 of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) would apply as follows:

Section 231.04 HBZSO *Multifamily dwellings*	**Sample Project Requirement (outside of DTSP/CZ)**
Studio/1 bedroom – 1 enclosed space per unit	222 x 1 = 222 spaces
2 bedrooms – 2 spaces (1 enclosed) per unit	223 x 2 = 446 spaces
3 or more bedrooms – 2.5 spaces (1 enclosed) per unit	71 x 2.5 = 177.5 spaces
Guests – 0.5 space per unit	516 x 0.5 = 258 spaces
	1,104 total spaces

Clearly, Section 231.04 of the HBZSO is the same standard as Section 3.2.26.4 of the DTSP. However, the difference in applying the DTSP provisions to multifamily projects is that the Coastal Zone standard requires a minimum of two parking spaces per unit, which will ultimately increase the total number of parking spaces for a multifamily development. The concept of requiring more parking for a multifamily dwelling within the coastal zone is a result of the desired attraction to the coastal resource, which in the City of Huntington Beach, is an eight-mile stretch of sandy beach area. In this case, the subject site is approximately 540 feet from the beach. The specific requirement by the California Coastal Commission for a minimum of two spaces per dwelling unit is to ensure that a proposed development provides sufficient parking to avoid adverse impacts to public access to the beach, visitor serving and recreational areas. Adverse impacts due to lack of parking typically arise when residents/patrons of a project seek parking in areas that would otherwise be available to the general public for the access, visitor, and/or recreational uses, thus displacing parking necessary to support those public access, recreation and visitor uses. The City's DTSP is considered a high parking demand area, particularly during special events and the summer season. The demand for residents to locate near the beach is high and the parking supply must therefore accommodate that high demand.

The minimum requirement of two parking spaces per unit directly affects the parking requirement for studios and 1-bedroom units. Although some single residents may occupy studios and 1 bedroom units, many couples and roommates may also occupy the same unit type because of the desire, or in order to afford, to live near the beach and downtown area. Typically, each person has at least one vehicle and couples/roommates have at least two. A requirement to provide at least two spaces for these unit types would address the potential that couples and roommates would occupy these units. Furthermore, the same application for multiple bedroom units may also occur in which two or three bedroom units may be occupied by families or friends with three or four vehicles. The minimum two spaces per unit requirement will also buffer the excess amount of vehicles per unit from utilizing guest parking.

As a result of the disagreement, the applicant has requested that the Planning Commission determine the correct code required parking for the project. Simply put, staff calculates the minimum parking required as at least 2 spaces for each studio, 1-bedroom, and 2-bedroom unit; 2.5 spaces for each 3-bedroom units; and 0.5 guest stalls for each unit. This calculation results in 1,326 spaces.

Conversely, the applicant calculates 1.0 space for each studio unit and 1-bedroom unit; 2 spaces for each 2-bedroom unit; 2.5 spaces for each 3-bedroom unit; and 0.5 guest spaces for each unit. Because the applicant only calculated 1.0 space for each studio and 1-bedroom unit, they then averaged the total parking provided by the total number of units to achieve the minimum coastal zone standard of 2 spaces per unit. However, averaging in this manner only achieves the minimum 2 spaces per unit if the extra allotted spaces for guest parking are included in the average. By utilizing guest parking in this manner the project does not achieve the minimum 2 spaces required for each unit in the coastal zone, the additional spaces required for 3 bedrooms, and the minimum guest spaces needed to serve the entire project. Staff recommends the Planning Commission determine the minimum parking for the proposed mix of units as 1,326 onsite parking spaces.

Linscott, Law, and Greenspan Parking Study

The applicant provided a parking study performed by Linscott, Law, and Greenspan Engineers (Attachment No. 8) in order to justify that the demand for parking in comparable multifamily residential developments within the coastal zone are not as high as the parking required by the DTSP. In the LLG report, they surveyed six properties and counted how many parking spaces were occupied at different times of the day and days of the week. Staff has reviewed the study with our Traffic Division and does not support the conclusions and methodology of the analysis. Staff is unable to conclude that the surveyed properties are comparable to UDR's project due to the lack of background information and circumstances surrounding each development. Pier Colony consists of condominiums, where owners typically rent their units or use them as vacation homes, so it is technically not 100% occupied. Pier Colony residents also utilize parking permits allowing them to park on the surrounding streets. The Balboa Bay Club shares parking with the resort and guest parking is not differentiated. The Jefferson site also is all "pool" parking where guest parking is not differentiated. A few of the developments have a low supply of parking and they are always occupied.

The study does not take into account the occupancy of each unit within each development, showing the number of vehicles assigned to each unit type. It would be relevant to acknowledge the number of studio/1-bedroom units rented to 1-car households and the number of 1-bedroom units rented to 2-car households and so forth. If studio units are occupied by two people with two vehicles, the demand for parking may reflect differently than the demand for parking if the units were occupied by single tenants. The study also does not address if there is a charge for additional parking spaces or the amount of residents actually paying for the additional spaces. When there is a charge for parking and residents decline to pay for the extra space, the residents with multiple vehicles are forced to park in the guest parking spaces or nearby streets. If guest parking spaces are occupied by residents, then guests are forced to park on nearby streets.

Furthermore, the parking study uses a methodology similar to what would be used in a commercial site. The biggest difference between rental/condo parking and commercial parking is the fact that commercial parking is generally "pool" parking and most of residential is not. Each residential unit is assigned one or two specific spaces depending on the bedroom count. Guest parking would generally be "pool" parking with no assigned guest spots for individual units. The LLG study only looked at peak parking demand rather than the number of spaces needed to meet the on-going needs of the development if spaces are assigned. To illustrate this point, here is a basic example:

> *A development has 100 units and 200 parking spaces. They assign 1 spot to each unit and 50% of the units also opt to purchase a second parking space. Of the remaining 50 spaces, 10 are reserved by management for potential second spots for residents and 40 are for guests. Someone could "survey" the site and find 125 resident spaces and 20 guest spaces*

occupied at the peak time. That does not mean that only 145 spaces are needed to serve the residents and guests. It only means that at the peak time, 25 assigned spaces were empty but not necessarily unneeded or even available for someone else to park in.

The LLG study ignores this dynamic. Resident parking in Pacific City will be assigned in accordance with HBZSO Section 231.18-D2. Staff believes there is insufficient data within the report to support a variance to the number of parking spaces required for the proposed development.

Other Residential Projects in the DTSP

Within the last 15 years, there have been limited residential projects that include 1-bedroom units developed along the coast in Huntington Beach. Due to the parking requirements for studios and one-bedroom units, many projects move forward with requests for two- and three- bedroom units. An example of a project development that was approved but not constructed was proposed at 110 9th Street, which included two-bedroom units. The development contained retail on the ground floor and four- two-bedroom units on the second and third floors. The parking required for the residential uses was ten and ten spaces were provided. Although this project contained only two-bedroom units, the applicability of the DTSP is consistent: a minimum of two spaces is provided per unit and guest parking is added per unit. One recent project located at 122-124 Main Street was approved by the City Council on January 20, 2015, which included a one-bedroom unit. The residential component consisted of one- 1-bedroom unit and two- 2-bedroom units. The parking requirement for the project was seven spaces. A total of seven spaces were provided in three garages (each with two spaces in tandem configuration) and one guest parking space.

As previously stated, the subject property was previously approved for 516 dwelling units in 2004 and amended in 2012. The amount of parking required for prior entitlements at the subject site was applied in the same manner as the currently proposed entitlement. The applicant's attorney states that the application of the parking requirements in the DTSP has never been applied to any project in the history of the City; however it is apparent that the current parking requirements were consistently applied to two previous versions of this specific project in the past as seen in the table below.

	Approved 2004 (Makar)		**Approved 2012 (Crescent Heights)**		**Proposed (UDR)**	
Total Number of Units	516		516		516	
Residential Type	Condominiums		Apartments		Apartments	
Size of Units	850 SF – 2,450 SF		800 SF – 2,400 SF		653 SF – 1,643 SF	
# of Studio/1 Bedroom	138	x 2 = 276	146	x 2 = 292	222	x 2 = 444
# of 2 Bedrooms	346	x 2 = 692	327	x 2 = 654	223	x 2 = 446
# of 3 Bedrooms	32	x 2.5 = 80	43	x 2.5 = 107.5	71	x 2.5 = 177.5
Guests	516	x 0.5 = 258	516	x 0.5 = 258	516	x 0.5 = 258
Parking Required	1,306 spaces		1,312 spaces		1,326 spaces	
Parking Provided	1,310 spaces		1,329 spaces		1,167 spaces	
Remaining	4 spaces		14 spaces		-159 spaces	

In 2012, at the request of the previous property owner Crescent Heights, the City entered into a Development Agreement to vest development rights and ensure development standards and impact fees for both parties. The Development Agreement was adopted before Crescent Heights received approval of their EPA. However, the Makar plan with 1,306 required parking spaces and 1,310 provided parking

spaces was documented and identified in the Development Agreement as the approved plan. Although the Development Agreement contemplates and allows for revisions to the approved plans through the typical entitlement process, the Development Agreement never contemplated a parking variance or less than the code required parking onsite.

Parking Variance

As stated above, based upon the proposed project and the applicable parking requirements per DTSP Sections 3.2.26.4 and 3.2.26.6, staff has determined that a minimum of 1,326 spaces are required. The applicant's request for a variance supplemented by a parking study to provide a minimum of 1,167 spaces for the project is not supported by staff. In order to approve a variance, the Planning Commission must make all of the following findings:

- The project shall not constitute a grant of special privilege inconsistent with limitations upon other properties in the vicinity and under an identical zone classification.
- Special circumstances applicable to the subject property such as size, shape, topography are found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification.
- The variance is necessary to preserve the enjoyment of one or more substantial property rights.
- The variance will not be materially detrimental to the public welfare or injurious to property in the same zone classification and is consistent with the General Plan.

The originally approved and amended projects at the subject site complied with the DTSP in the same manner as it is being applied to the proposed EPA. Additionally, a recent project at 122-124 Main Street was approved on January 20, 2015, which required the minimum two spaces per unit standard to the applicable one-bedroom unit. Accordingly, approval of a variance at the subject site would constitute a special privilege because other properties in the vicinity have also adhered to the same DTSP parking requirements. Other projects typically propose a minimum of two- and three- bedroom unit developments in order to capture a more desirable unit type to compensate for the required parking.

Furthermore, there are no special circumstances such as size, shape, or topography that deprive the property of privileges enjoyed by other properties in the vicinity or in the same zone. The applicant also states that the 2.03 acre publicly accessible open space limits the amount of surface parking the site can accommodate. However, it should be noted that the 2.03 acre privately owned but publicly accessible park is included in the overall net project site area of 17.23 acres and therefore allows the applicant to achieve 516 units at 30 units per acre. The 17.23 acres is of sufficient size to provide the additional parking requirements for the total amount of dwelling units. As depicted in prior approved plans, the site is large enough to provide up to 1,329 spaces (Crescent Heights plan) within the subterranean parking structure. To accommodate the parking requirements, parking spaces could be added underground and the site layout and design could still be maintained. The development of the vacant site would continue with the approved density and open space amenities. Additional parking at the site will also not impact adjacent streets and neighborhoods because residents and guests will park onsite as opposed to being forced to park offsite. The proposed development with a minimum of 1,326 parking spaces will be consistent with the General Plan and approved Development Agreement.

Alternative Motions

Due to the complexity of the proposed project, the staff's determination of parking, and the applicant's request for a different interpretation of the code, staff is providing several alternative motions to facilitate the Planning Commission's deliberations.

Alternative Motion A

"Approve Entitlement Plan Amendment No. 14-001 with findings and conditions of approval with a minimum of 1,104 parking spaces and accept withdrawal of Variance No. 14-007." ***(Applicant's Request)***

This motion mirrors the applicant's request to approve the changes to the site plan, floor plans, and elevations while determining that a minimum 1,104 parking spaces are required. Staff does not support this request.

Alternative Motion B

"Approve Entitlement Plan Amendment No. 14-001 and Variance No. 14-007 (for 1,167 parking spaces in lieu of 1,326) with findings and conditions of approval."

This motion mirrors the applicant's request to approve the changes to the site plan, floor plans, and elevations, agrees with staff's determination of 1,326 minimum code required parking but approves a variance to that standard and allows a 159 space deficiency. Staff does not support this scenario because the mandatory findings to approve a variance cannot be made on this vacant, undeveloped site.

SUMMARY:

Staff recommends approval of Entitlement Plan Amendment No. 14-001 with suggested findings and conditions of approval with a minimum of 1,326 spaces based upon the following:

- Consistency with applicable goals and policies of the General Plan;
- Conforms to the provisions of the Downtown Specific Plan – District No. 5 and the Huntington Beach Zoning and Subdivision Ordinance;
- Ensures development of the Pacific City project consistent with the conditions approved for Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12, Conceptual Master Plan, Entitlement Plan Amendment No. 06-02, Entitlement Plan Amendment No. 08-01, Entitlement Plan Amendment No. 12-005, and applicable mitigation measures adopted for Environmental Impact Report No. 02-01.

Staff recommends denial of Variance No. 14-007 based upon the following:

- Insufficient data analysis to demonstrate that the supply of parking adequately accommodates the demand for parking within comparable developments in the coastal zone;
- Inadequate supply of parking for the multi-family development;
- Constitutes grant of special privilege from prior approvals of the subject site and other developments in the DTSP;
- No special circumstances applicable to the subject property exist that limit development of the site;
- The 17.23 acre site is sufficient in size to accommodate the proposed density and minimum 1,326 parking stalls;
- Insufficient parking onsite will result in offsite parking impacts to the neighborhood.

ATTACHMENTS:

1. Suggested Findings and Conditions of Approval for Entitlement Plan Amendment No. 14-001 and Suggested Findings for Denial for Variance No. 14-007

2. Site plans, floor plans, and elevations received and dated January 13, 2015
3. Applicant's Revised Narratives received and dated February 3, 2015
4. Letter from Rutan & Tucker received and dated January 27, 2015
5. Code Requirements Letter dated February 3, 2015 (for informational purposes)
6. City Council approved Conditions of Approval dated June 18, 2004 and Development and Use Requirements letter dated June 9, 2004 – **Not Attached – See Study Session Attachment No. 1; Also available at Planning Division, City Hall, City of Huntington Beach**
7. Public Comments received before February 4, 2015
8. Linscott, Law, & Greenspan Engineers Parking Study received and dated December 19, 2014
9. Exhibit of Street Parking Adjacent to the Proposed Project boundaries
10. Exhibit showing Coastal Zone boundary in the City of Huntington Beach
11. City Council PowerPoint Presentation regarding the Walker Parking Solutions consultant study
12. Letter from Rutan & Tucker with Exhibits received and dated December 8, 2014
13. Revised Letter from Rutan & Tucker received and dated February 3, 2015
14. EIR No. 02-01 Mitigation Measures
15. Table of Other Cities' Parking Requirements

SH:JJ:JA

ATTACHMENT NO. 1

SUGGESTED FINDINGS AND CONDITIONS FOR APPROVAL FOR ENTITLEMENT PLAN AMENDMENT NO. 14-001 AND FINDINGS FOR DENIAL FOR VARIANCE NO. 14-007

SUGGESTED FINDINGS FOR CEQA:

The Planning Commission finds and determines all of the following, based on substantial evidence in light of the whole record:

A. Pacific City Environmental Impact Report No. 02-01 ("EIR") was certified by the City Council on June 7, 2004;

B. No substantial changes are proposed to the project, as proposed to be modified by this entitlement plan amendment, which will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

C. No substantial changes have occurred with respect to the circumstances under which the project, as proposed to be modified by this entitlement plan amendment, is undertaken which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

D. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows any of the following:

(1) The project, as proposed to be modified by this entitlement plan amendment, will have one or more significant effects not discussed in the EIR; or

(2) Significant effects previously examined will be substantially more severe than shown in the EIR; or

(3) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, as proposed to be modified by this entitlement plan amendment, but the project proponents decline to adopt the mitigation measures or alternative; or

(4) Mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative; and

E. In accordance with CEQA Guidelines Sections 15162 and 15163, no subsequent environmental impact report or supplement to the EIR need be prepared for this entitlement plan amendment and no further environmental review or documentation is required.

As documented in the staff report, the project was evaluated in conformance with the certified EIR and the proposed changes would not constitute a substantial change.

SUGGESTED FINDINGS FOR APPROVAL – ENTITLEMENT PLAN AMENDMENT NO. 14-001:

1. Entitlement Plan Amendment No. 14-001 is a request to permit modifications to the residential site plan, floor plans, and elevations originally approved under Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12. The proposed amendment with conditions to provide a minimum of 1,326 parking spaces for the development will not be detrimental to the general welfare of persons working or residing in the vicinity or detrimental to the value of the property and improvements in the neighborhood. The project modifications will update the 2004 and 2012 project entitlements for consistency with current standards regarding building layout and architectural design but will maintain compatibility with the surrounding area. The overall size of the units has reduced which has also decreased the footprint of the buildings around the site. Greater landscaped areas and open spaces are provided for better compatibility with the surrounding area. Also, the proposed plans maintain previously approved setbacks, similar access points from surrounding streets, and building height. The modifications, as conditioned, will not generate significant traffic, air quality, noise, odors, or other detrimental impacts onto surrounding properties.

2. The entitlement plan amendment, as conditioned, will be compatible with surrounding uses because the modifications incorporate similar architectural materials and treatments as proposed with the commercial and hotel components of Pacific City and maintain building heights consistent with prior approved plans. The building massing is softened with vertical and horizontal architectural along the street elevations and increased landscaped areas. Pedestrian access is sufficiently provided throughout the site and linked with existing conditions. Architectural enhancements are proposed on the buildings including various wood treatments, warmer colors, stylistic window projections, and multiple roof lines. The four different building designs combined with the overall curved layout of the buildings on the site provides greater compatibility of the project with the surrounding uses.

3. The proposed entitlement plan amendment, as conditioned, will comply with the provisions of the base district and other applicable provisions in the Downtown Specific Plan, Titles 20-25 of the Huntington Beach Zoning and Subdivision Ordinance, and any specific condition required for the proposed use in the district in which it is located and with previously approved entitlements. The project modifications will update the 2004 and 2012 project entitlements for consistency with current design aesthetics and site layout.

4. The granting of the entitlement plan amendment will not adversely affect the General Plan. The project is consistent with the Land Use Element designation of RH-30-sp (High Density Residential - 30 du/gac - specific plan overlay) on the subject property. In addition, it is consistent with the following goals, objectives, and policies of the General Plan:

   A. *Coastal Element*

      Goal C 1: Develop a land use plan for the Coastal Zone that protects and enhances coastal resources, promotes public access and balances development with facility needs.

Objective C 1.1: Ensure that adverse impacts associated with coastal zone development are mitigated or minimized to the greatest extent feasible.

Policy C 1.1.1: With the exception of hazardous industrial development, new development shall be encouraged to be located within, contiguous or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services, and where it will not have significant adverse effects, either individual or cumulative, on coastal resources.

Policy C 1.1.7: Encourage cluster development in areas designated for residential use within the Coastal Zone.

Objective C 1.2: Provide a land use plan that balances location, type, and amount of land use with infrastructure needs.

Policy C 1.2.1: Accommodate existing uses and new development in accordance with the Coastal Element Land Use Plan and the Development and Density Schedule, Table C-1.

Policy C 1.2.3: Prior to the issuance of a development entitlement, the City shall make the finding that adequate services (i.e., water, sewer, roads, etc.) can be provided to serve the proposed development, consistent with policies contained in the Coastal Element, at the time of occupancy.

Policy C 2.2.3: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments.

Policy C 2.4.1: Maintain an adequate supply of parking that supports the present level of demand and allows for the expected increase in private transportation use.

Objective C 3.2: Ensure that new development and uses provide a variety of recreational facilities for a range of income groups, including low-cost facilities and activities.

Objective C 4.1: Provide opportunities within the Coastal Zone for open space as a visual and aesthetic resource.

B. *Housing Element*

Goal H 2: Provide adequate housing sites to accommodate regional housing needs.

Goal H 3: Assist in development of affordable housing.

Policy H 3.1: Encourage the production of housing that meets all economic segments of the community, including lower, moderate, and upper income households, to maintain a balanced community.

C. *Land Use Element*

Goal LU 9: Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.

Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.

The entitlement plan amendment would ensure that the project is developed in accordance with current standards and regulations and the approved development plans, which provides a multi-family residential option within a master planned mixed use development site. The multi-family residential project provides an alternative for residents seeking to be within walking distance of work, services or commercial uses and reduce dependency on their automobile. The entitlement plan amendment affects only the site plan layout, floor plans, and architectural design of the residential units but maintains the overall approved density of 516 units along with a 2.03 acre publicly accessible but privately owned and maintained park. Affordable housing units are to be provided through the recently approved amendments to conditions of approval and development agreement, which specifies that the project provide 51 on-site affordable housing units for moderate income households. The project was found in conformance with the General Plan and the revised plans, with conditions, maintain consistency with the General Plan.

SUGGESTED FINDINGS FOR DENIAL – VARIANCE NO. 14-007:

1. The granting of the variance will constitute a grant of special privilege inconsistent with limitations upon other properties in the vicinity and under the same zone classification. The proposed residential development was previously approved in 2004 and 2012 with adequate parking provided onsite. Other residential projects proposed in the Downtown Specific Plan have adhered to the parking requirements as applied for required parking on the proposed project and no variance has been previously approved.

2. No special circumstances applicable to the subject property, including size, shape, topography, location or surroundings is found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification. The site is 17.23 acres and the size of the dwelling units have significantly decreased with an overall smaller building footprint from prior approved plans. The size of the property is large enough to accommodate 159 additional subterranean parking spaces and circulation.

3. The granting of the variance is not necessary to preserve the enjoyment of one or more substantial property rights. The 17.23 acre site is sufficient in size to achieve the applicant's proposed density of the 516 units and a minimum of 1,326 parking stalls to serve the development.

4. The granting of the variance will be materially detrimental to the public welfare or injurious to property in the same zone classification and is inconsistent with the General Plan. Insufficient parking on the site will result in off-site parking impacts to the surrounding residential streets, neighborhoods, and the adjacent retail and hotel components of Pacific City. The minimum two spaces required in the Coastal Zone plus the remaining minimum required stalls in the DTSP is intended to ensure public coastal parking resources are not impacted by private residential parking needs.

SUGGESTED CONDITIONS OF APPROVAL – ENTITLEMENT PLAN AMENDMENT NO. 14-001:

1. Site plans, floor plans, and elevations received and dated January 13, 2015, shall be the conceptually approved design with the following modifications:

    a. The plans shall be revised to depict an additional 159 parking spaces onsite to accommodate the mix of dwelling units (222- studio/1-bedrooms; 223- 2-bedrooms; 71- 3-bedrooms). Depending on the location of the additional 159 parking spaces, a secondary circulation ramp and additional ingress and egress may be required when the parking area/level contains 300 or more spaces.

    b. The floor plans shall be revised so that all dens or study areas have at least 50% of one wall open to the adjacent room or hallway or the den/study space shall be counted as a bedroom and code required parking shall be provided.

    c. Parking spaces shall not be located within the 10 ft. by 10 ft. visibility triangle areas at the intersection of driveway entrances and ramps within the subterranean garage.

    d. Provide a minimum setback of 8 ft. from back-of-sidewalk to private patio areas and the buildings along the loop road. **(DRB)**

    e. The tower for the elevator and parapet extension at Building 1 facing Atlanta Avenue shall be revised with architectural detailing or articulation to deemphasize the height of the tower projection subject to review and approval by the Planning and Building Department. **(DRB)**

    f. Within the pocket park at the northwest corner of the site, provide a pedestrian path from the public sidewalk at the corner of Atlanta Avenue and First Street to the pedestrian walkway adjacent to Building 2. **(DRB)**

    g. A minimum five (5) ft. wide planter with hedges/screening shall be provided between proposed mechanical equipment (i.e., transformers, backflow devices) and the back-of-sidewalk. **(DRB)**

    h. Provide bicycle parking areas near lobby entrances or within paseos. **(DRB)**

    i. Provide enhanced/decorative paving at pedestrian crossings within the loop road. **(DRB)**

    j. Architecturally enhance the corridor walls at upper level setback areas. **(DRB)**

    k. Pergolas or roof deck structures above the fourth story and greater than 42 in. high shall be removed.

    l. Install an 800 MHz system in the parking structure to ensure effective public safety communications. **(PD)**

m. The proposed service entrance driveway on Huntington Street shall align with the Pacific View mobile home park entrance (on the east side of Huntington Street). The modification shall be addressed on the submitted precise grading plan (or offsite improvement plan) prior to issuance of a grading permit. **(PW)**

n. The emergency vehicle access lane and drive aisle from Huntington Street shall not be permitted for resident or visitor parking or queuing. Adequate signage shall be provided to prohibit use of the driveway for any vehicular access other than for emergency vehicles, subject to the review and approval of Departments of Public Works, Planning and Building, and Fire.

o. The final hardscape and landscape design of the relocated pedestrian corridor along First Street and Pacific View Avenue shall be subject to review and approval by the Director of Planning and Building prior to the issuance of grading permits.

2. Prior to submittal for building permits, the following shall be completed:

   a. Zoning entitlement conditions of approval, code requirements identified herein and code requirements identified in separately transmitted memorandum from the Departments of Fire, Public Works, and Planning & Building shall be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.

   b. Submit one copy of the site plan and floor plan and the processing fee to the Planning Division for addressing purposes.

3. Prior to issuance of building permits, the following shall be completed:

   a. All project and entitlement related mitigation measures, code requirements, and conditions of approval of the original Pacific City project (TTM 16338, CUP 02-20, SP 02-04 and CDP 02-12), and of Entitlement Plan Amendment 12-007, shall remain in effect (including but not limited to: street and frontage improvements, sewer, water and storm drain infrastructure improvements, traffic mitigation fair share contributions, traffic signals, signing and striping, completion of Pacific View Avenue, medians, traffic impact fees, decorative paving, street lighting, street dedications, pedestrian easements, et al.). **(PW)**

   b. All existing Agreements between the City of Huntington Beach and the original Pacific City property owner shall be replaced with comparable agreement(s) to be approved by and executed with the City and the new property owner(s). **(PW)**

   c. Relocation of the Public Pedestrian Easement (from that shown on recorded Tract Map No. 16338) requires submittal of the following: **(PW)**

      i. A Legal Description and Plat of the proposed new Public Pedestrian easement dedication to the City shall be prepared by a licensed surveyor or registered Civil Engineer authorized to practice land surveying and submitted to Public Works for review and approval. This easement dedication shall be recorded prior to occupancy.

ii. A Legal Description and Plat of the existing Public Pedestrian Easement areas (from recorded Tract Map No. 16338) to be vacated shall be submitted to Public Works for further processing of this easement vacation.

iii. The aforementioned easement vacation process requires submittal by the Applicant to:
   1. The Planning Division for a General Plan Conformance (GPC). This GPC shall be approved prior to occupancy.

   2. The Department of Public Works for a Public Street Vacation (PSV). This PSV shall be approved prior to occupancy.

d. A public art element, approved by the Design Review Board, Director of Planning and Building, and the Cultural Services Supervisor, shall be depicted on the plans. Public Art shall be innovative, original, and of artistic excellence; appropriate to the design of the project; and reflective of the community's cultural identity (ecology, history, or society).

4. Prior to occupancy of the first residential unit, the following conditions shall be completed:

   a. Any portion of the proposed public sidewalk along the project's First Street, Huntington Street, and Pacific View Avenue frontages which is shown on private property shall require a Public Pedestrian Easement dedication to the City. Said dedication shall be approved and recorded prior to final inspection or occupancy. **(PW)**

   b. The project's existing License and Maintenance Agreement shall be amended (including both agreement verbiage and associated exhibits) to address the revised Public Pedestrian Easements. **(PW)**

   c. All improvements are completed in accordance with approved plans, as except as provided for by conditions of approval.

5. Any proposed phasing of construction of the residential units, common recreational open space, and publicly accessible open space shall be submitted for review and approval by the Directors of Planning and Building, Public Works, and Community Services.

6. Signage shall be reviewed under separate permits and applicable processing.

7. All conditions of approval and mitigation measures required under Environmental Impact Report No. 02-01, Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12, Conceptual Master Plan, Entitlement Plan Amendment No. 12-005, Entitlement Plan Amendment No. 12-007, and Entitlement Plan Amendment No. 12-009 for the Pacific City project shall remain valid, with exception of the conditions of approval identified in No. 1 above, as modified herein.

8. Incorporating sustainable or "green" building practices into the design of the proposed structures and associated site improvements is highly encouraged. Sustainable building practices may include (but are not limited to) those recommended by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program certification

(http://www.usgbc.org/DisplayPage.aspx?CategoryID=19) or Build It Green's Green Building Guidelines and Rating Systems (http://www.builditgreen.org/green-building-guidelines-rating).

9. The development services departments (Building & Safety, Fire, Planning and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning and Building may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning may be required pursuant to the provisions of HBZSO Section 241.18.

10. Entitlement Plan Amendment No. 14-001 shall become null and void unless exercises within two years of the data of final approval by the Planning Commission or such extension of time as may be granted by the Director pursuant to a written request submitted to the Planning Division a minimum 30 days prior to the expiration date.

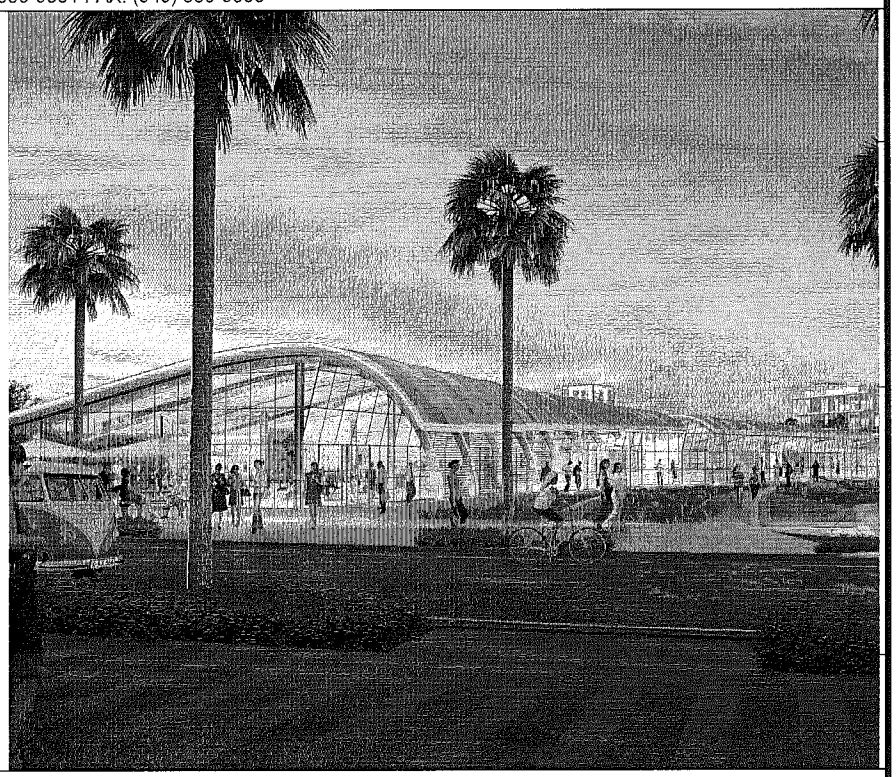
INDEMNIFICATION AND HOLD HARMLESS CONDITION:

The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

PACIFIC CITY APARTMENTS

HUNTINGTON BEACH, CA

880 IRVINE AVENUE, 2ND FLR., NEWPORT BEACH, CA 92663
TELEPHONE: (949) 650-9861 FAX: (949) 650-9866



ENTITLEMENT PLAN AMENDMENT 2012-007

880 IRVINE AVENUE, 2ND FLR., NEWPORT BEACH, CA 92663
TELEPHONE: (949) 650-9861 FAX: (949) 650-9866

PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

COVER SHEET

SHEET NUMBER

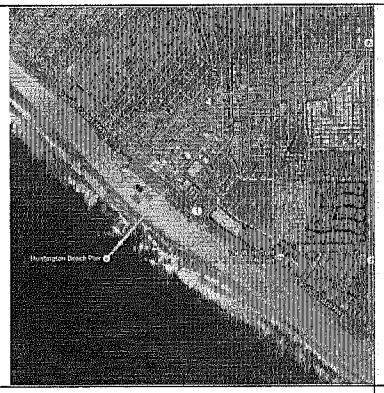
A-0.0

MVE + PARTNERS

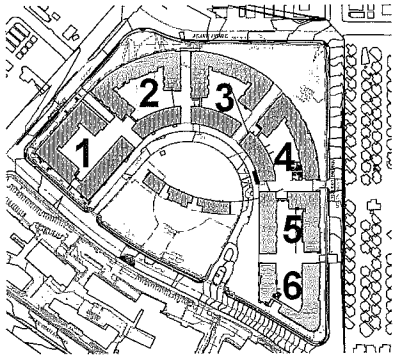
1/12/2015 9:21:31 PM

01-13-2015 EPA PACKAGE RESUBMITTAL

ATTACHMENT NO. 2.1



SITE LOCATION



BUILDING NUMBER KEY

A-00 COVER SHEET & PROJECT DATA	
Sheet Number	Sheet Name
A-0.0	COVER SHEET
A-0.00	PROJECT DATA
A-0.01	PROJECT PHASING, ZONING CONFORM MATRIX
A-0.02	AFFORDABLE HOUSING

A-0 PROJECT DIAGRMS	
Sheet Number	Sheet Name
A-0.1	LOT COVERAGE / BULK BUILDING HEIGHT
A-0.2	COMMON AND PRIVATE OPEN SPACE ANALYSIS
A-0.4	SHADOW STUDY

C-1 CONCEPTUAL GRADING PLAN	
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C1.0	CONCEPT GRADING PLAN
C2.0	CONCEPT GRADING PLAN
C3.0	SITE SECTION
C4.0	EXISTING EASEMENTS TO BE QUITCLAIMED
C5.0	PROPERTY BOUNDARY WITH NEW EASEMENTS
C6.0	PRELIMINARY UTILITY EXHIBIT

A-1 BUILDING & GARAGE PLANS	
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A-1.1	LOWER LEVEL GARAGE
A-1.2	UPPER GARAGE LEVEL
A-1.3	SITE PLAN / LEVEL 1
A-1.4	FLOOR PLAN LEVEL 2
A-1.5	FLOOR PLAN LEVEL 3
A-1.6	FLOOR PLAN LEVEL 4
A-1.7	FLOOR PLAN ROOF LEVEL
A-1.8	AMENITY BUILDING FLOOR PLAN
A-1.9	AMENITY BUILDING ROOF PLAN
A-1.10	BUILDING 1 ROOF LEVEL
A-1.11	BUILDING 2 ROOF LEVEL
A-1.12	BUILDING 3 ROOF LEVEL
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A-3 BUILDING ELEVATIONS	
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A-3.1	FACADE VARIATIONS & MATERIALS
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A-3.3	FACADE VARIATIONS & MATERIALS
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A-4.1	SITE SECTIONS
A-4.2	SITE SECTIONS

A-5 UNIT TYPES	
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A-5.0	UNIT TYPES
A-5.1	UNIT TYPES
A-5.2	UNIT TYPES
A-5.3	UNIT TYPES
A-5.4	UNIT TYPES
A-5.5	TYPICAL FLOOR PLAN BLDG 1

LS CONCEPTUAL LANDSCAPE PLANS AND SECTIONS	
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LS-1.1	PEDESTRIAN ACCESS PLAN
LS-1.2	ENLARGEMENT KEY MAP
LS-1.2.1	SITE PLAN - PUBLIC PARK
LS-1.2.2	SITE PLAN - PRIVATE AMENITIES AREA
LS-1.2.3	SITE PLAN - BUILDING ONE
LS-1.2.4	SITE PLAN - BUILDING TWO & PUBLIC POCKET PARK
LS-1.2.5	SITE PLAN - BUILDING THREE & FOUR & DOG PARK
LS-1.2.6	SITE PLAN - BUILDING FIVE & SIX
LS-1.3	UTILITY SCREENING DETAILS
LS-2.1	LANDSCAPE SITE ELEVATIONS
LS-2.2	LANDSCAPE SITE ELEVATIONS
LS-2.3	LANDSCAPE SITE ELEVATIONS
LS-2.4	LANDSCAPE SITE ELEVATIONS
LS-2.5	LANDSCAPE SITE ELEVATIONS
LS-4.1	CHARACTER / PRECEDENT IMAGERY
LS-4.2	CHARACTER / PRECEDENT IMAGERY
LS-4.3	PLANTING IMEGARY & PRELIMINARY PLANT PALETTE
LS-4.4	PRELIMINARY SITE DETAILS

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

PROJECT DATA

SHEET NUMBER

A-0.00

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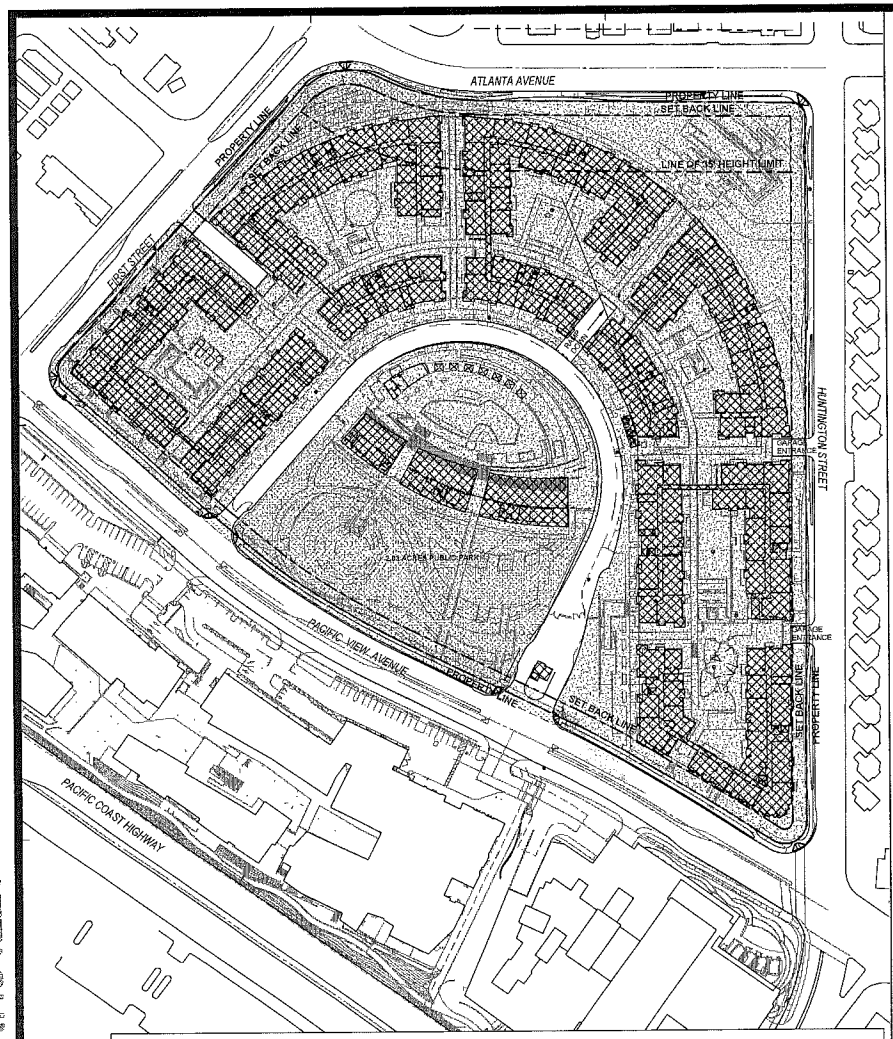


KEY

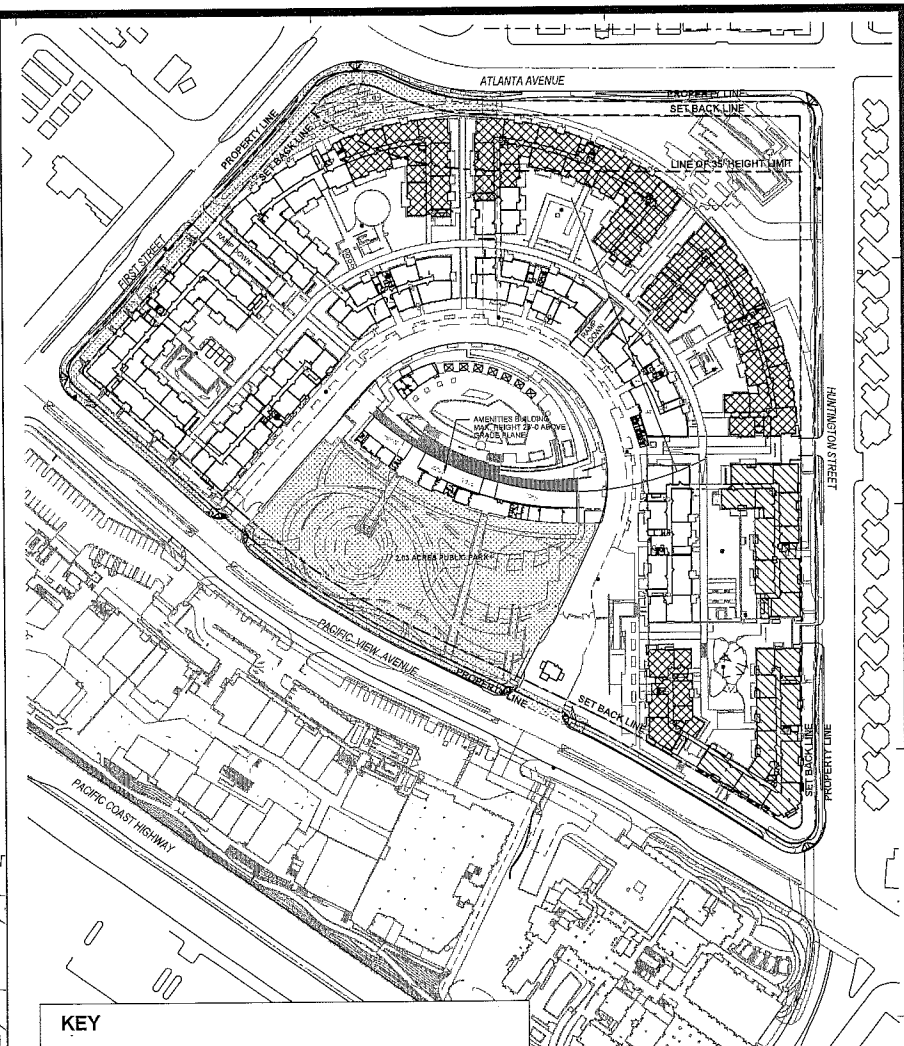
BUILDING COVERAGE PER DISP, 3.3.5.6 WHERE SITE COVERAGE IS ANY PART OF SITE COVERED BY A ROOF INCLUDING WALKWAYS, PATIOS, BALCONIES, AND PARK STRUCTURES. AND ANY PORTION OF SUBTERRANEAN THAT PROJECT MORE THAN 42" ABOVE GRADE. BUILT COVERAGE PER 3.3.5.6 = 239,160 S.F.

PARCEL COVERAGE

N

PARCEL SF = 702, 014. SF
COVERED PROVIDED= 34%
COVERED ALLOWED = 50%

LOT COVERAGE | 1" = 80'-0" | 2



KEY

3 - STORY ABOVE GRADE TO COMPLY WITH 3.3.5.9 UPPER STORY SETBACK.

STEPPED BUILDING MASS TO COMPLY WITH SLOPED SITE PER SECTION 230.70C

4 - STORY ABOVE GRADE TO COMPLY WITH MAXIMUM BUILDING HEIGHT OF 50'

BULK BUILDING HEIGHT | 1" = 80'-0" | 1

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HUNTINGTON BEACH, CA

SHEET TITLE

LOT COVERAGE / BULK BUILDING HEIGHT

SHEET NUMBER

A-0.1

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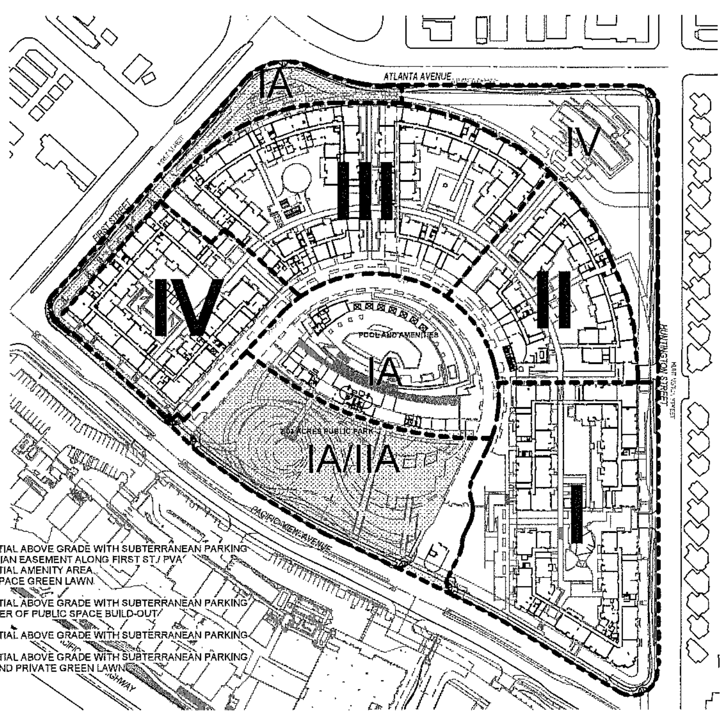

PHASE I RESIDENTIAL ABOVE GRADE WITH SUBTERRANEAN PARKING
PHASE IA PEDESTRIAN EASEMENT ALONG FIRST ST / PVA
RESIDENTIAL AMENITY AREA
PUBLIC SPACE GREEN LAWN

PHASE II RESIDENTIAL ABOVE GRADE WITH SUBTERRANEAN PARKING
PHASE IIA REMAINDER OF PUBLIC SPACE BUILD-OUT

PHASE III RESIDENTIAL ABOVE GRADE WITH SUBTERRANEAN PARKING

PHASE IV RESIDENTIAL ABOVE GRADE WITH SUBTERRANEAN PARKING
PUBLIC AND PRIVATE GREEN LAWN

PROJECT PHASING 1" = 100'-0" 2

Room Schedule - Units

Unit Name	Comments	Average Net Area	Count
UNIT A1	STUDIO	653 SF	29
UNIT A2	STUDIO	676 SF	4
UNIT A3	STUDIO	686 SF	6
UNIT A4	STUDIO	671 SF	3
UNIT A4L	STUDIO	671 SF	1
UNIT A5	STUDIO	643 SF	3
UNIT C1	1 BD/1 BA	848 SF	70
UNIT C1L	1 BD/1 BA	874 SF	1
UNIT C2	1 BD/1 BA	917 SF	12
UNIT C3	1 BD/1 BA	987 SF	5
UNIT C6	1 BD/1 BA	943 SF	5
UNIT C7	1 BD/1 BA	962 SF	1
UNIT C8	1 BD/1 BA	941 SF	20
UNIT C9	1 BD/1 BA	919 SF	4
UNIT C10	1 BD/1 BA	944 SF	3
UNIT C10L	1 BD/1 BA	950 SF	1
UNIT C11	1 BD/1 BA	879 SF	4
UNIT C12L	1 BD/1 BA	990 SF	1
UNIT C13L	1 BD/1 BA	950 SF	1
UNIT D1	1 BD/1 BA	884 SF	4
UNIT D2	1 BD/1 BA	899 SF	7
UNIT D3	1 BD/1 BA	987 SF	3
UNIT E1	2 BD/2 BA	1260 SF	4
UNIT E2	2 BD/2 BA	1148 SF	4
UNIT F1	1 BD/1 BA+D	906 SF	11
UNIT F2	1 BD/1 BA+D	1018 SF	4
UNIT F3	1 BD/1 BA+D	1103 SF	3
UNIT F4	1 BD/1 BA+D	979 SF	3
UNIT F5	1 BD/1 BA+D	1006 SF	3
UNIT F6	1 BD/1 BA+D	1043 SF	3
UNIT F7	1 BD/1 BA+D	1078 SF	4
UNIT F8	1 BD/1 BA	957 SF	3
UNIT G1	2 BD/2 BA	1241 SF	78
UNIT G1.1	1 BD/1 BA	1241 SF	1
UNIT G1L	2 BD/2 BA	1265 SF	2
UNIT G2	2 BD/2 BA	1227 SF	4
UNIT G3	2 BD/2 BA	1284 SF	18
UNIT G4	2 BD/2 BA	1301 SF	2
UNIT G5	2 BD/2 BA	1271 SF	18

Room Schedule - Units

Unit Name	Comments	Average Net Area	Count
UNIT G5.1	1 BD/1 BA	1271 SF	4
UNIT G6	2 BD/2 BA	1217 SF	4
UNIT G7	3 BD/2.5 BA	1575 SF	1
UNIT G8	3 BD/2.5 BA	1556 SF	1
UNIT H1	2 BD/2 BA	1286 SF	20
UNIT H1.1	2 BD/2 BA	1286 SF	4
UNIT H2	2 BD/2 BA	1281 SF	3
UNIT H2.1	2 BD/2 BA	1281 SF	1
UNIT H3	2 BD/2 BA	1350 SF	3
UNIT H4	2 BD/2 BA	1259 SF	3
UNIT H5	2 BD/2 BA	1243 SF	3
UNIT H6	2 BD/2 BA	1333 SF	3
UNIT H7	2 BD/2 BA	1260 SF	2
UNIT H7.1	2 BD/2 BA	1260 SF	1
UNIT H8	2 BD/2 BA	1246 SF	4
UNIT H9	2 BD/2 BA	1299 SF	4
UNIT J1	2 BD/2 BA	1430 SF	8
UNIT J2	2 BD/2 BA	1513 SF	4
UNIT J3	2 BD/2 BA	1437 SF	4
UNIT J4	2 BD/2 BA	1314 SF	2
UNIT J5	2 BD/2 BA	1457 SF	4
UNIT J6	2 BD/2 BA	1363 SF	4
UNIT J7	2 BD/2 BA	1350 SF	4
UNIT J8	2 BD/2 BA	1137 SF	3
UNIT K1	3 BD/2.5 BA	1575 SF	20
UNIT K1.1	1 BD/1 BA	1575 SF	2
UNIT K1L	3 BD/2.5 BA	1575 SF	2
UNIT K2	3 BD/2.5 BA	1574 SF	3
UNIT K3	3 BD/2.5 BA	1495 SF	4
UNIT K4	3 BD/2.5 BA	1556 SF	3
UNIT K5	3 BD/2.5 BA	1712 SF	3
UNIT K6	3 BD/2.5 BA	1612 SF	3
UNIT K7	3 BD/2.5 BA	1612 SF	10
UNIT K7.1	1 BD/1 BA	1612 SF	3
UNIT K7L	3 BD/2.5 BA	1591 SF	1
UNIT K8	3 BD/2.5 BA	1643 SF	8
UNIT L1	3 BD/2.5 BA	1747 SF	3
UNIT M1	3 BD/2.5 BA	1748 SF	3
UNIT M1L	3 BD/2.5 BA	1734 SF	1

Grand total: 516

DOWNTOWN SPECIFIC PLAN CONFORMANCE MATRIX | DISTRICT 5

DTSP District 5	Criteria	Requirements	Proposed
3.3.5.3	Permitted Uses	Permanently attached uses: Multi-family Housing, condominiums, stock-cooperatives or apartments; public transportation center	Permanently attached residential uses: apartments/condominiums. Parks and other recreational amenities, subterranean parking, guardhouse.
3.3.5.5	Minimum Parcel Size	None Required	Same as requirement
3.3.5.6	Maximum Lot Coverage	50% of net site area; any part of site covered by a roof including covered walkways, patios, and park structures, and any portion of semi subterranean structures that project more than 42 inches above highest adjacent curb shall be considered as part of lot coverage	**Proposed lot coverage approximately 33%**
3.3.5.7	Maximum Density	30 du/ac or 1 du per 1,452 sqft of net lot area maximum	Parcel net area = 17.23 acres. Total units=516 (30 du/ac.)
3.3.5.8	Maximum Height	50 feet.	Same as requirement.
3.3.5.9	Upper Story Setback	100' minimum setback from the northern exterior property line for any portion of a structure that exceeds 35' in height.	All buildings along Atlanta Street are no more than 35' in height as measured from the curb for 100' inward from property line
3.3.5.10	Front Yard Setback	20' min. for all structures exceeding 42" in height.	Same as requirement. Balconies to encroach into setback up to 5' per HBZSO 230.68 balconies. Subterranean **Parking does not project into setback.**
3.3.5.11	Side Yard Setback	20' min for all streets	**20' Minimum**
3.3.5.12	Rear Yard Setback	20' min.	**20' Minimum**
3.3.5.13	Public Open Space	None Required	Public areas proposed include a public access corridor that extends from Atlanta Avenue to PCH. A public park of 2.08 Acres is provided north of Pacific View Avenue
3.3.5.14	Corridor Dedication	Dedicated 20' wide public access corridor between Atlanta Avenue and PCH	See Civil and architectural plans for pedestrian corridor description.

DOWNTOWN SPECIFIC PLAN CONFORMANCE MATRIX | ALL DISTRICTS

DTSP All Districts	Criteria	Requirements	Proposed
3.2.4	Encroachments	No permanent private encroachments shall occur in the public right of way.	Same as requirement
3.2.8	Exceptions to Height Limits	4': Chimneys, vent pipes, flagpoles, parapets 10': mechanical equipment	Parapet walls shall not exceed 3' in height above the maximum height limit.
3.2.9	Accessory Structures	Shall not exceed 15' in height, Shall not be closer than 10' to any other structure on same parcel, Shall not encroach into utility or other recorded easements, Shall conform to all setback requirements	Park recreational buildings such as swimming facilities, multi-purpose rooms, storage rooms, exercise gym, and guardhouse will all comply with these provisions.
3.2.10	Building Separation	10' min separation between buildings on same site; 6' min separation between a patio cover and another building on the same site	All buildings to be separated from each other by approx. 40' for views and natural light (see plan) No distance between patio and building will be less that 6'. No building shall be less than 10' from adjacent building.
3.2.11	Subterranean Development	1. Any structure entirely below finish grade shall not be counted as a story 2. Semi-Subterranean portions of a structure that are greater than 42" in height shall count as a story. 3. No minimum setback from public r.o.w shall be required. 4. Shoring for underground parking shall be in compliance with section 12.38 of the HBZSO	1. same as requirement; 2. No portion of the subterranean parking shall be greater than 42" as measured from adjacent grade. 3. Subterranean parking shall be set back from all streets 20' to align with the building lines above. 4. same as requirements
3.2.12	Landscaping	1.1 10% min landscape within setback 1.2. 30% covered in hardscape within Setback 1.3. Commercial, mixed-use, and single-family exempt. 2. Setback areas adjacent to parking lots 3. Landscaping in setback shall not be included in min landscaping required within parking lot 4. All landscape shall be permanently maintained 5. Landscape shall not interfere with crime prevention 6. Landscape shall not impede sight distance / visibility 7. Special sub-surface construction may be required 8. All landscape shall comply with the Water Efficiency	1.1. same as requirement 1.2. same as requirement 1.3. Not Applicable (N/A) 2. N/A 3. N/A 4. Maintenance will be requirement of HOA. 5. Landscape will be modified as required by crime prevention specialists so as to not interfere. 6. Landscape has been held back 25' (25') at each intersection 7. same as requirement 8. Planting and irrigation shall be per HB Municipal Code.

3.2.13	Fences and Walls	1. 6' max height 2. 42" max height within setback 3. Sight distances shall be maintained. 4. Articulate both sides with materials / colors complimentary 5. Pilasters or changes in wall plans shall be provided every 12'6. Chain-link / barbed wire / smooth face are prohibited.	1. Max height is 72" 2. All patio walls within setback are 42" max. 3. same as requirement 4. N/A (patios are delineated by fence, not walls) 5. N/A There are no walls more than 12' long in the setback 6. same as requirement
3.2.15	Minimum Dwelling Unit Size	500 sq. ft. minimum	A range of unit sizes (from 610 sqft-1,700sqft. Are provided. No unit shall be less than 500 sqft.
3.2.16	Open Space for Multi-family Residential Development	150 sqft. Minimum per residential unit shall be consolidated to provide open space area (private and common). For the purposes of this section, open space shall mean an area that is designed and intended to be used for active and passive recreation. parking areas, access aisles, and driveways shall not qualify as usable space.	150 sq ft x 516 units = 77,400 sq ft of open space consolidated as either private or common.
3.2.16.1	Private Open Space	1. 6' min width in courts or balconies. 2. 60 sq ft min of private open space shall be provided in a minimum of 75% of dwelling units. 3. Shall be contiguous to the dwelling unit 4. Shall not be accessible to any dwelling unit except the unit it serves. 5. 42" min height wall or hedge shall physically separate private open space from common areas. 6. 42" minimum height wall, hedge, or planted fence shall provide a physical separation between individual private open space. 7. Shall be open on at least one side. Intrusion not be open to the sky	1. 6' min width in courts of balconies for all private open space (see unit plans) 2. 516 units x .75 = 387 units req. 387 units x 60 sq. ft. = 23,220 sq. ft. of required private open space (52,231 provided) 3. All balconies and patios accessed from within the unit through sliding doors. 4. same as requirement 5. same as requirement 6. same as requirement 7. In most cases the balconies will be open on 3 sides and shall not be less than open on one side.
3.2.16.2	Common Open Space	1. 10' minimum width in any direction 2. Open to sky 3. Excluded: driveways and parking areas 4. Projects with more than 20 units shall include at least one amenity. 5. In multiple unit developments, common areas shall be guaranteed by a restrictive covenant describing common space and its maintenance and improvement, running with the land for the benefit of the of the residents	1. same as requirement (see sheet A0.2) Total common open space required: (516 x 150sqft total open space = 77400 sqft.) - 52,231 (private os) = 25,169sq ft. Total provide **248,940** sf. 2. same as requirement 3. same as requirement 4. A series of amenity spaces, pool areas, and tot lots will be contained within the central area of Pacific City. 5. same as requirement
3.2.17	Lighting for Multi-family Residential Developments	1. Provide onsite lighting system on all vehicular access ways and major walkways. 2. Lighting shall be directed onto driveways within the development and away from adjacent properties. 3. Garage lighting shall not be controlled by residents. 4. Security lighting shall not project above the fascia or roof line	A lighting plan shall be prepared for Pacific City in accordance with 3.2.17
3.2.18	Storage Space	1. 50 cubic feet minimum enclosed storage space located outside the unit where no attached garage is present. 2. storage shall be integral to architecture and free from obstructed access.	1. 50 cu/ft. x 516 = 25,800. A secured locker measuring 3'x4'x8' will be provided per unit in designated areas in the garage. Each locker will have unobstructed access.
3.2.19	Refuse and Recycling Collection Areas	Shall comply with Section 8.21 of the HB Municipal Code.	Refuse and Recycling shall be provided via chutes located on each floor of each building. The chutes will empty into respective trash rooms (2 per building) in the subterranean garage. Trash will then be transported to the curbside tractor and located on the street per section 8.21
3.2.20	Affordable Housing	1. All residential development must adhere to Section 230.26 of the HBZSO. 2. If the site is within the Redevelopment Project Area, at least 15% of all new residential units developed shall be provided at affordable housing cost to low and moderate income households.	See EPA No. 2012-005 (Conditions of Approval) and DA No. 2012-001
3.2.22.1	General Sign Standards	A single development with more than 5 users shall provide a unifying sign theme through the planned sign program.	A signage program will be prepared
3.2.26.2	Parking Space Dimensions	Parking dims shall be per section 231.14 and 231.16 of the HBZSO	Per 231.14 Residential parking shall have a stall width of 9', a stall depth of 19' and a drive aisle of 25' Parking Striping to comply with diagram A of sec 231.14. Per 231.16 all parking stall adjacent to walls more than 12" or columns shall be increased by 3 feet. Minimum vertical clearance in all non handicap areas shall be 7'.
3.2.26.3	Handicap Parking Spaces	Handicap spaces shall be per 231.12 of the HBZSO	Parking stalls shall comply with all state regulations.
3.2.26.4	Vehicle Spaces Required	Compliance with Fig. 3-15	See attached data sheet for compliance with table 3-15. Note that all units to have a minimum of 2 spaces per coastal zoning standards.
3.2.26.5	Bicycle Spaces Required	1 bicycle space per 4 dwelling units	516/4 = 129 required spaces. Secured bicycle parking will be consolidated in designated areas of the garage. A minimum 2'x6' space is allotted per bicycle.
3.2.26.6	Coastal Zone Design Standards	Each dwelling shall have a minimum of 2 on-site parking spaces	same as required
3.2.28	Utilities	1. All utilities shall be underground 2. Backflow protection devices locations shall be approved by dpw	1. Same as required 2. All backflow devices to be approved by DPW and screened from view per request of planning dept.

ZONING CONFORMANCE MATRIX 12" = 1'-0" 1

PARKING MATRIX

TYPE	COUNT	PARKING RATIO		PARKING STALLS		REQ'D STALLS	RESIDENT STALLS PROVIDED	GUEST STALLS PROVIDED
		RESIDENCE	GUEST	RESIDENCE	GUEST			
1 BD/1 BA	155	1	0.5	155	78	233		
1 BD/1 BA+D	31	1	0.5	31	16	47	31	25
2 BD/2 BA	218	2	0.5	436	109	545	446	125
3 BD/2.5 BA	66	2.5	0.5	165	33	198	178	38
STUDIO	46	1	0.5	46	23	69	46	29
						1108	846	297

SURFACE PARKING PROVIDED: 24

ACCESSIBLE PARKING

PARKING STALLS		ACCESSIBLE RESIDENCE	ACCESSIBLE GUEST
RESIDENCE	GUEST		
833	258	17	13
833	258	17	13

REQ'D ACCESSIBLE PARKING : 17 + 13 = 30
TOTAL ACCESSIBLE PARKING: 1 + 30 = 31

Name	GROSS AREA	REQ'D STALLS (4/1000SF)
LEASING	3242 SF	13
Grand total	3242 SF	13

REQ'D ACCESSIBLE PARKING : 1

TOTAL PARKING REQUIRED: 1106 + 13 = 1119
TOTAL PARKING PROVIDED: 1143 + 24 = 1167

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

PROJECT PHASING, ZONING CONFORM MATRIX

SHEET NUMBER

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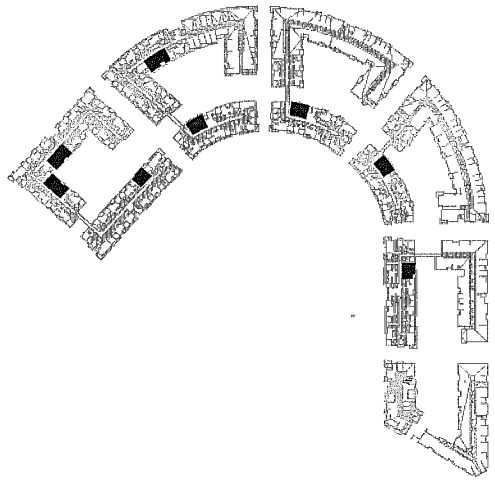
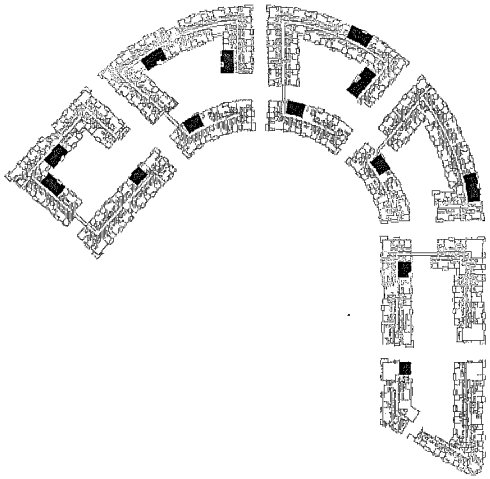


AFFORDABLE HOUSING CHART - LEVEL 4 1:1440 6



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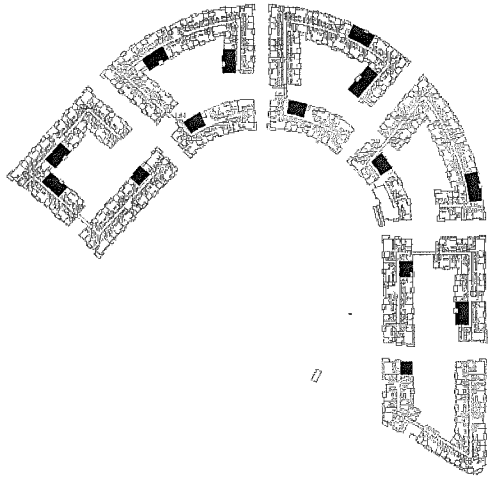
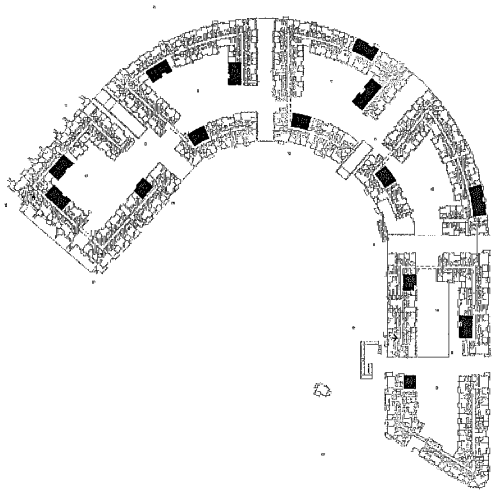
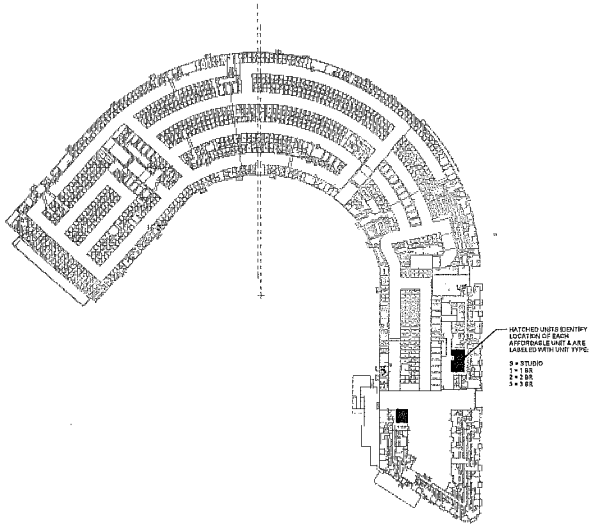


AFFORDABLE HOUSING CHART - LEVEL 2 1:1440 4



AFFORDABLE HOUSING CHART - LEVEL 1 1:1440 3



AFFORDABLE HOUSING CHART - UPPER GARAGE 1:1440 2

AFFORDABLE HOUSING
10% OF UNITS ARE SET ASIDE FOR MODERATE INCOME (110% OF AMI)

UNIT TYPE	QUANTITY	SHARE OF TOTAL	NRSF
STUDIO	4	1%	2,612 SF
1 BED	20	4%	16,540 SF
2 BED	21	4%	25,494 SF
3 BED	6	1%	9,972 SF
	51	10%	54,618 SF

NOTE:
AFFORDABLE UNITS TO HAVE SAME LEVEL OF FINISH AS NON-AFFORDABLE UNITS & COMPLY WITH HBZSO SECTION 230.26

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

AFFORDABLE HOUSING

SHEET NUMBER

A-0.02

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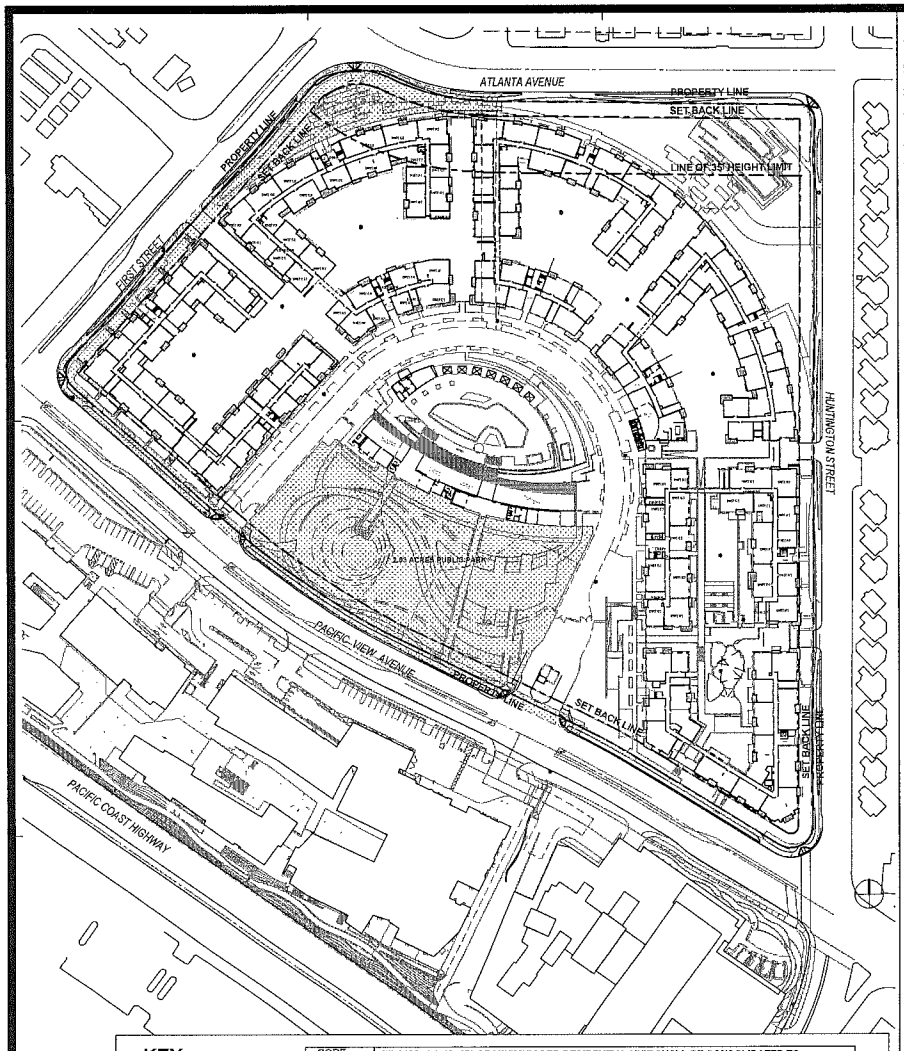
ATTACHMENT NO. 2.5



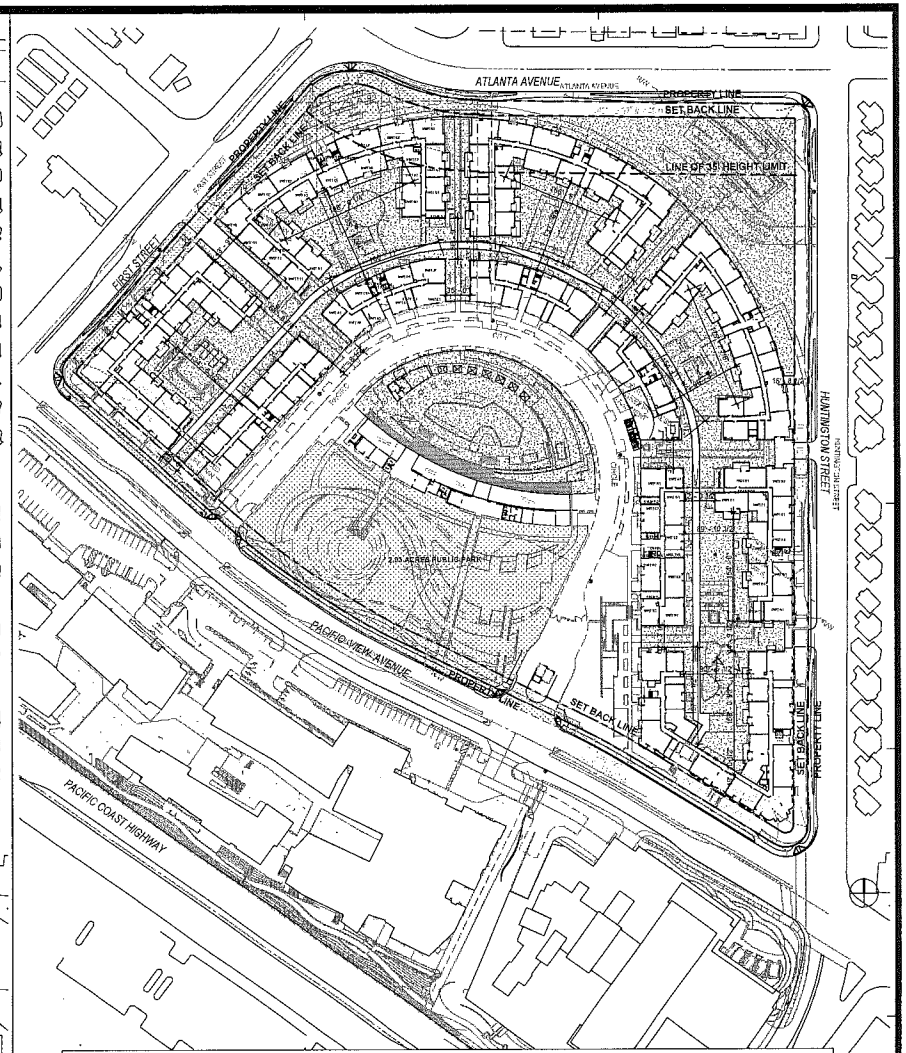
KEY

PRIVATE OPEN SPACE

N

CODE 3.2.16 3.2.16.1	PER DISP. 3.2.16 150 SF MINIMUM PER RESIDENTIAL UNIT SHALL BE CONSOLIDATED TO PROVIDE OPEN SPACE AREA (PRIVATE AND COMMON) THEREFORE 516 UNITS X 150SF= 77,400 SF. OF TOTAL OPEN SPACE.
REQUIRED	PER 3.2.16.1 60 SF MIN. OF PRIVATE OPEN SPACE SHALL BE PROVIDED IN 75% OF THE DWELLING UNITS. THEREFORE 516 x 75= 387 UNITS x 60 s/f= 23,220 MINIMUM PRIVATE OPEN SPACE REQUIRED.
PROPOSED	TOTAL PROPOSED PRIVATE OPEN SPACE IN COMPLIANCE WITH ALL ASPECTS OF 3.2.16.1 PROVIDED = 53,949 (SEE SHEET A-6.0 FOR UNIT AREAS AND DIMENSIONS)

PRIVATE OPEN SPACE | 1" = 80'-0" | 2



KEY

COMMON OPEN SPACE

N

CODE 3.2.16 3.2.16.1	PER DISP 3.2.16 150 SF MINIMUM PER RESIDENTIAL UNIT SHALL BE CONSOLIDATED TO PROVIDE OPEN SPACE AREA (PRIVATE AND COMMON). THEREFORE 516 UNITS x 159 SF = 77, 400 SF.
REQUIRED	TOTAL OPEN SPACE REQUIREMENT LESS PRIVATE OPEN SPACE PROVIDED: 77,400 - 53,949 SF = 23,451 SF
PROPOSED	TOTAL PROVIDED COMMON OPEN SPACE IN COMPLIANCE WITH ALL ASPECTS OF DTSP 3.2.16.2 = 230,175 SF

COMMON OPEN SPACE | 1" = 80'-0" | 1

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PACIFIC CITY APARTMENTS

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HUNTINGTON BEACH, CA

SHEET TITLE

COMMON AND PRIVATE OPEN SPACE ANALYSIS

SHEET NUMBER

A-0.2

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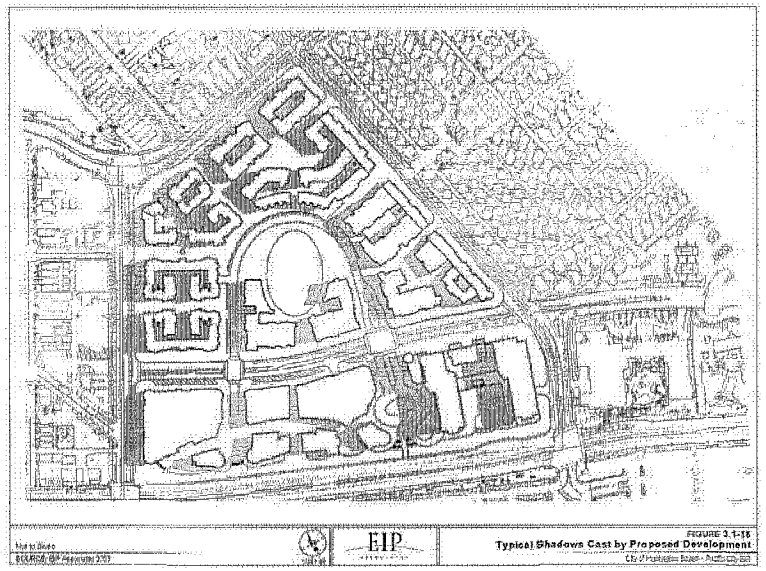
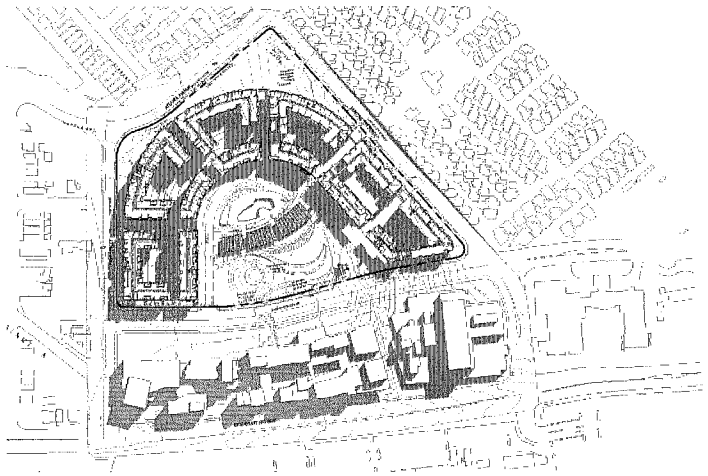
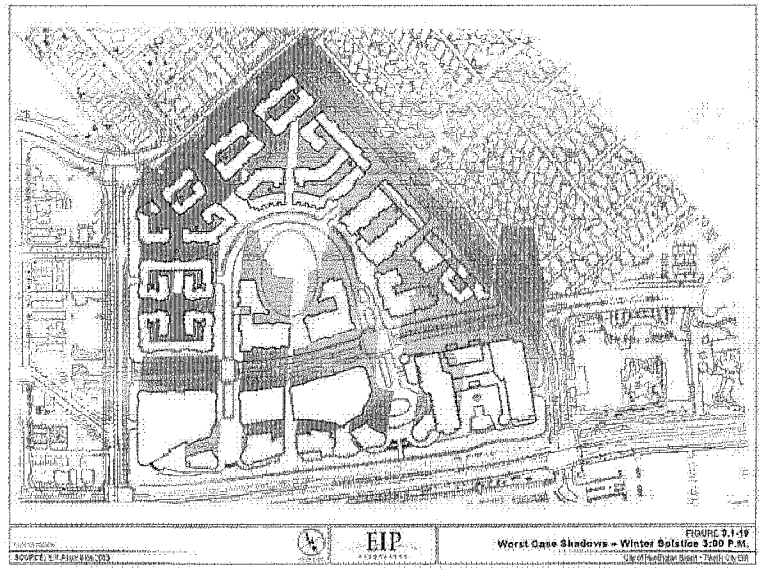


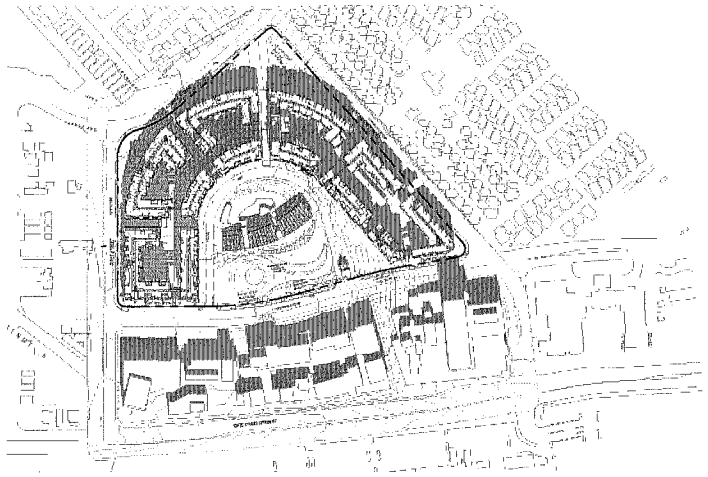
TYPICAL SHADOW - EIR



TYPICAL SHADOW PROPOSED



WINTER SHADOW - EIR



WINTER SHADOW PROPOSED

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

SHADOW STUDY

SHEET NUMBER

A-0.4

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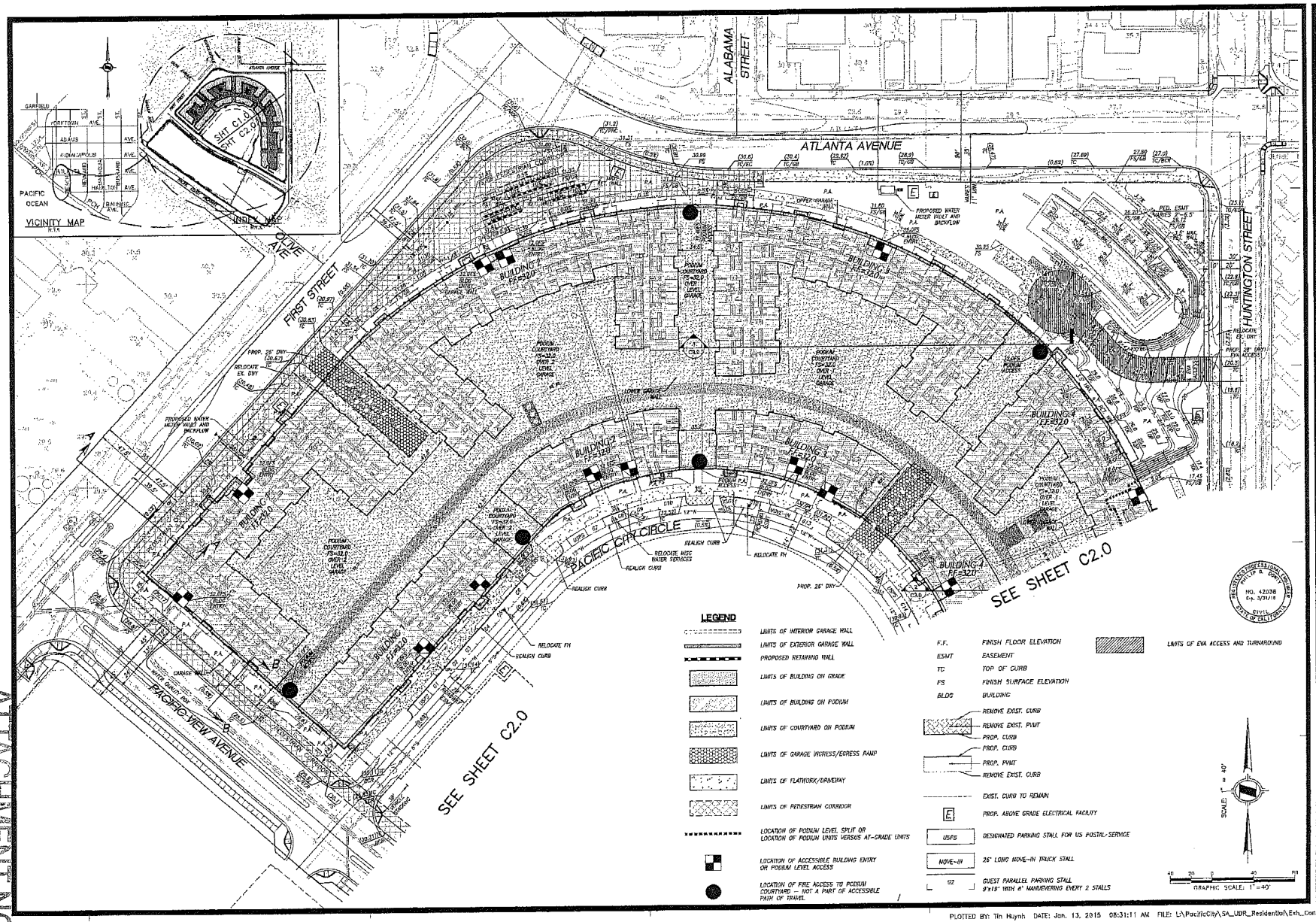

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PACIFIC CITY APARTMENTS

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W.O. 2804-14 PACIFIC CITY APARTMENTS – CONCEPT GRADING PLAN
ROOM: BIN: DOC:

SHEET TITLE

CONCEPT GRADING PLAN

SHEET NUMBER

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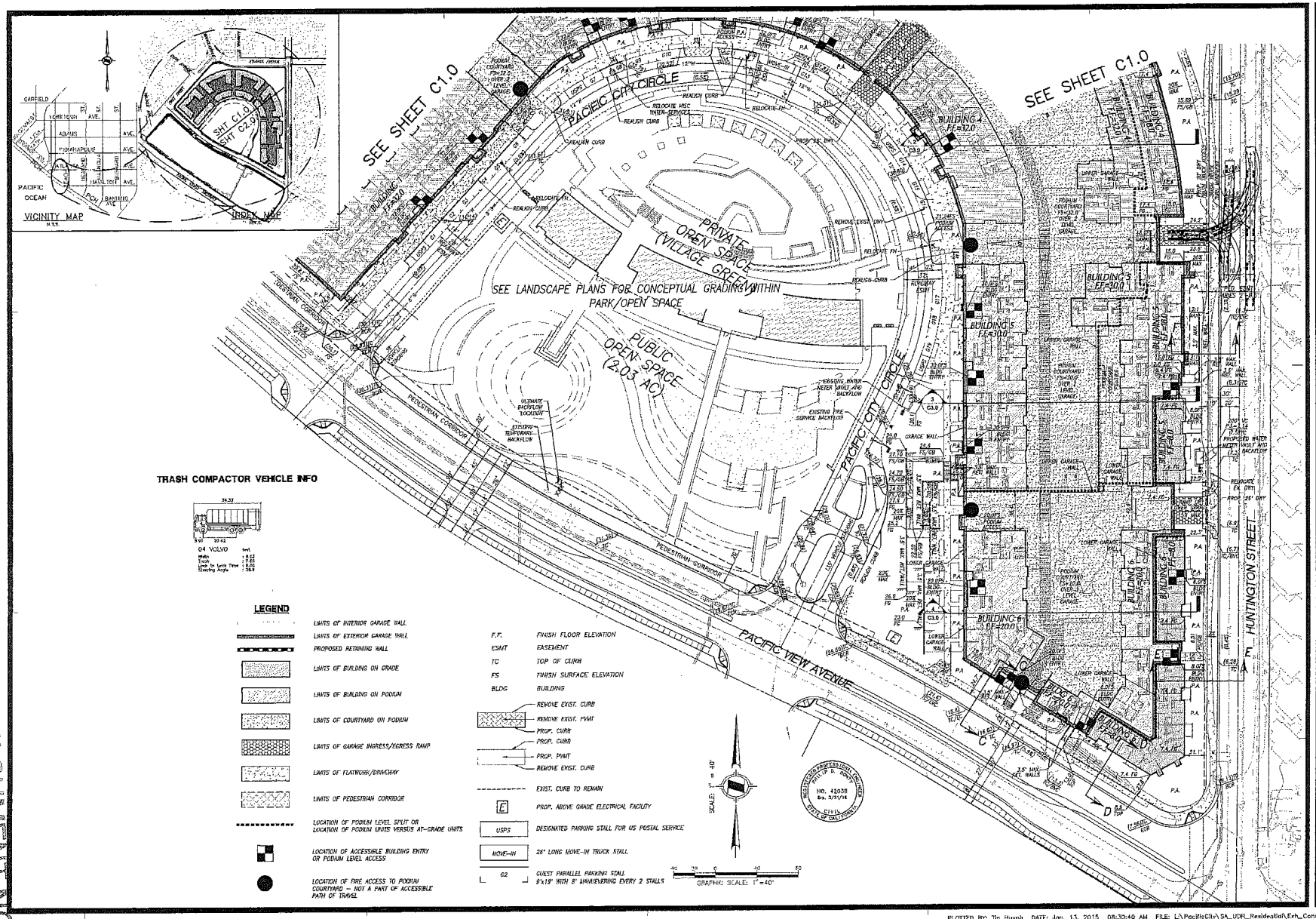
VICINITY MAP
INDEX MAP
PACIFIC OCEAN
SEE SHEET C1.0
PACIFIC CITY CIRCLE
PRIVATE OPEN SPACE (VILLAGE GREEN)
SEE LANDSCAPE PLANS FOR CONCEPTUAL GRADING WITHIN PARK/OPEN SPACE
PUBLIC OPEN SPACE (2.03 AC)
PEDESTRIAN CORRIDOR
PACIFIC VIEW AVENUE
HUNTINGTON STREET
BUILDING 1 FF=12.0
BUILDING 2 FF=20.0
BUILDING 3 FF=20.0
BUILDING 4 FF=12.0
BUILDING 5 FF=20.0
BUILDING 6 FF=20.0
BUILDING 7 FF=20.0
BUILDING 8 FF=20.0
BUILDING 9 FF=20.0
BUILDING 10 FF=20.0
BUILDING 11 FF=20.0
BUILDING 12 FF=20.0
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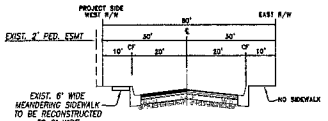
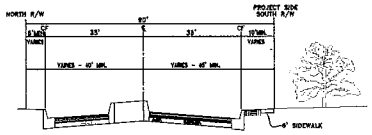
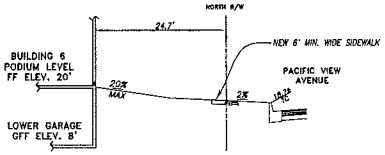
BUILDING 17 FF=20.0
BUILDING



HUNTINGTON STREET
FROM PACIFIC VIEW AVE. TO ATLANTA AVE.
(EXISTING PUBLIC STREET)
NTS



ATLANTA AVENUE
WEST OF HUNTINGTON STREET
(EXISTING PUBLIC STREET)
NTS



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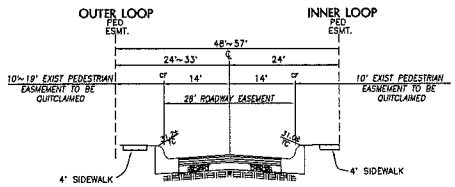
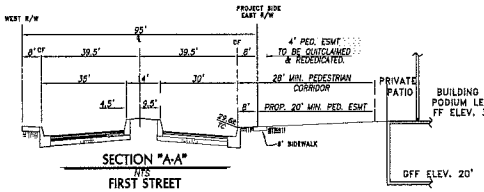
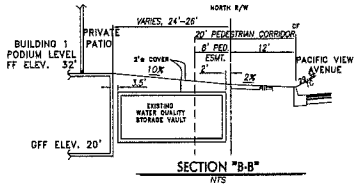


PACIFIC CITY CIRCLE
PORTION OF STA 10+82.21 TO STA. 19+06.96
(EXISTING PRIVATE STREET)



SECTION "A-A"
NTS
FIRST STREET
PACIFIC VIEW AVENUE TO OLIVE AVENUE
(EXISTING PUBLIC STREET)



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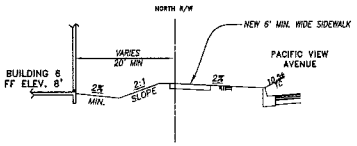

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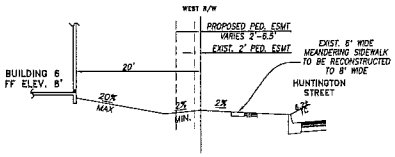

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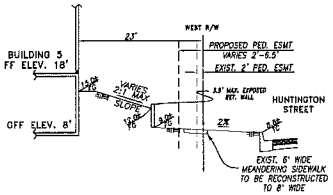

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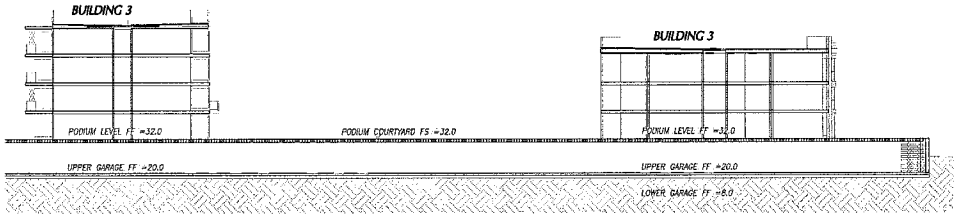
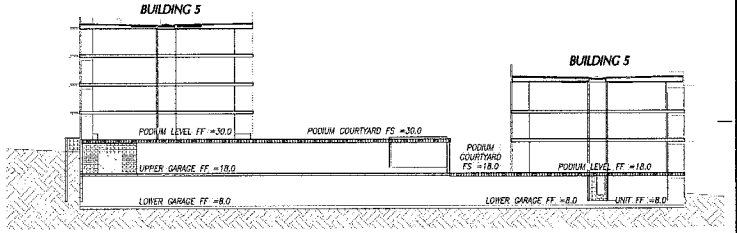


SECTION 1
NTS



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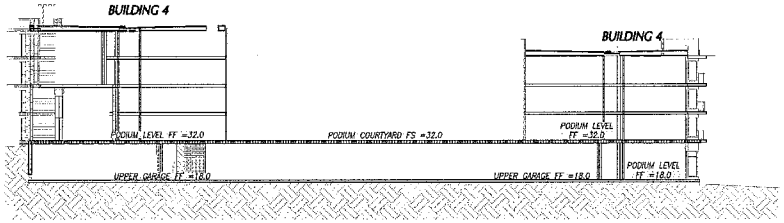

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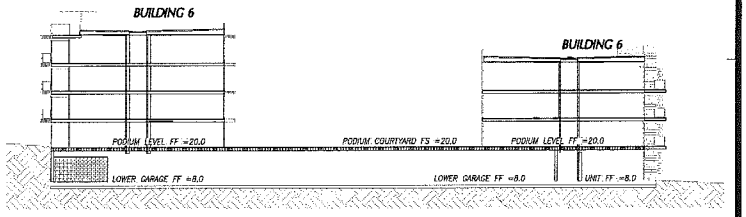

SECTION 4
NTS

REGISTERED PROFESSIONAL ENGINEER
RICHARD D. BOHN
NO. 42038
Exp. 3/31/15
CIVIL
STATE OF CALIFORNIA

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

W.O. 2804-14 PACIFIC CITY APARTMENTS - CONCEPT GRADING PLAN
ROOM: DWN: DOC:

SHEET TITLE
SITE SECTIONS

SHEET NUMBER
C3.0

H&A
HIGHLAND & ASSOCIATES
ENGINEERS & ARCHITECTS

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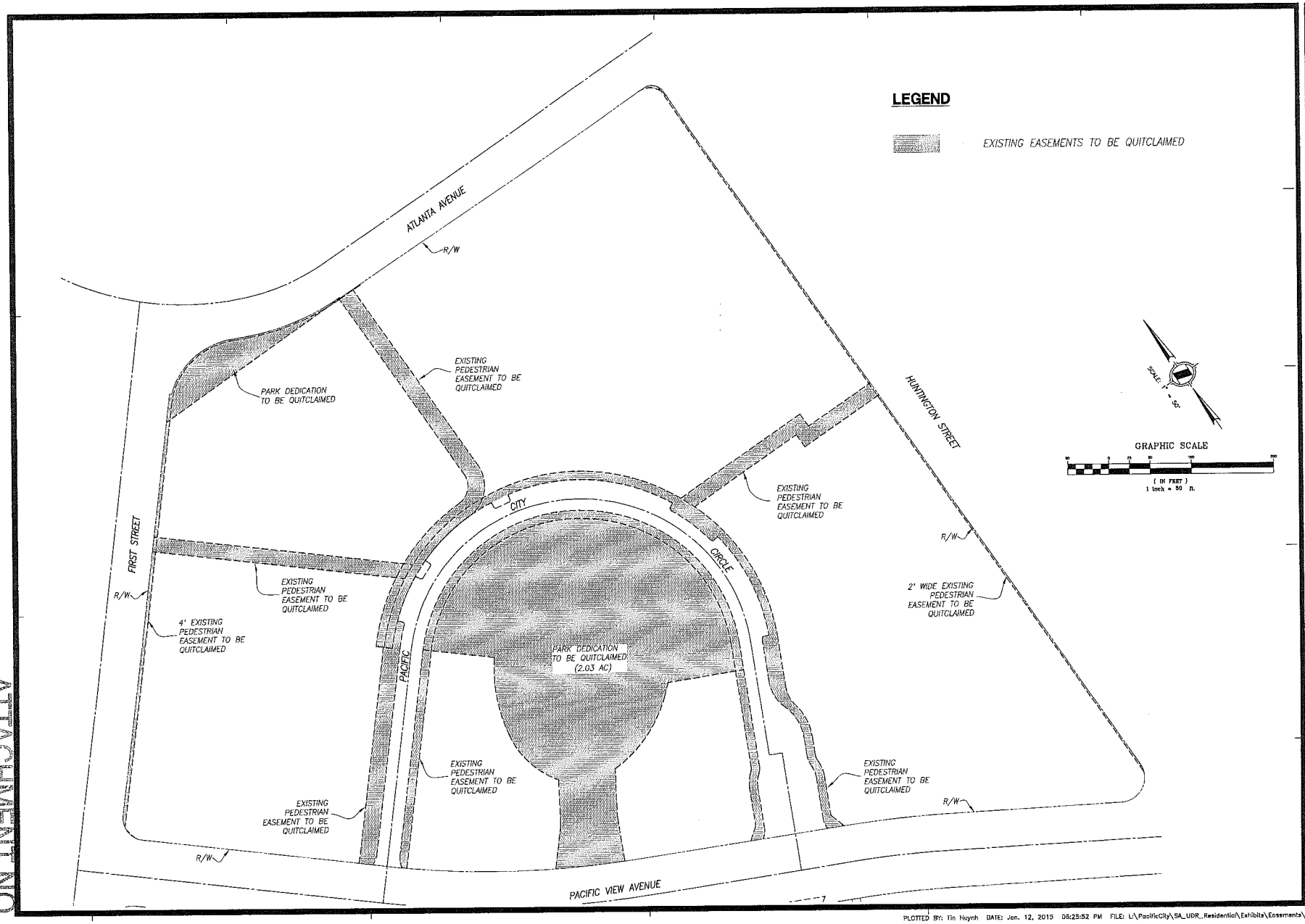

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UDR

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE & HUNTINGTON ST
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W.O. 2904-14 PACIFIC CITY APARTMENTS – EXISTING EASEMENTS TO BE QUITCLAIMED
ROOM: BIN: DOC:

SHEET TITLE

EXISTING EASEMENTS TO BE QUITCLAIMED

SHEET NUMBER

C4.0

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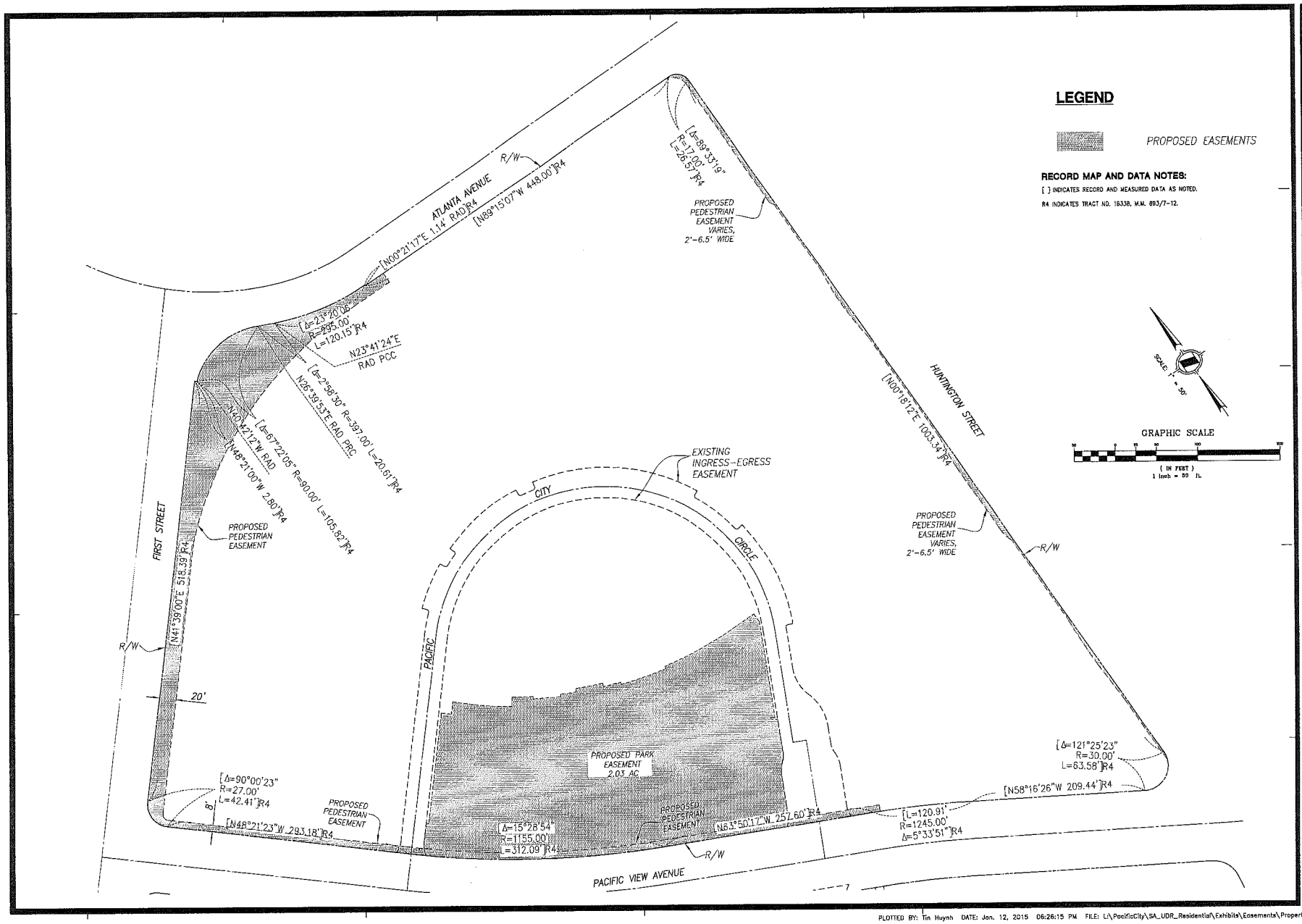

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PACIFIC CITY APARTMENTS

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W.O. 2804-14 PACIFIC CITY APARTMENTS - PROPERTY BOUNDARY WITH NEW EASEMENTS
ROOM: BIN: DOC:

SHEET TITLE

PROPERTY BOUNDARY WITH NEW EASEMENTS

SHEET NUMBER

C5.0

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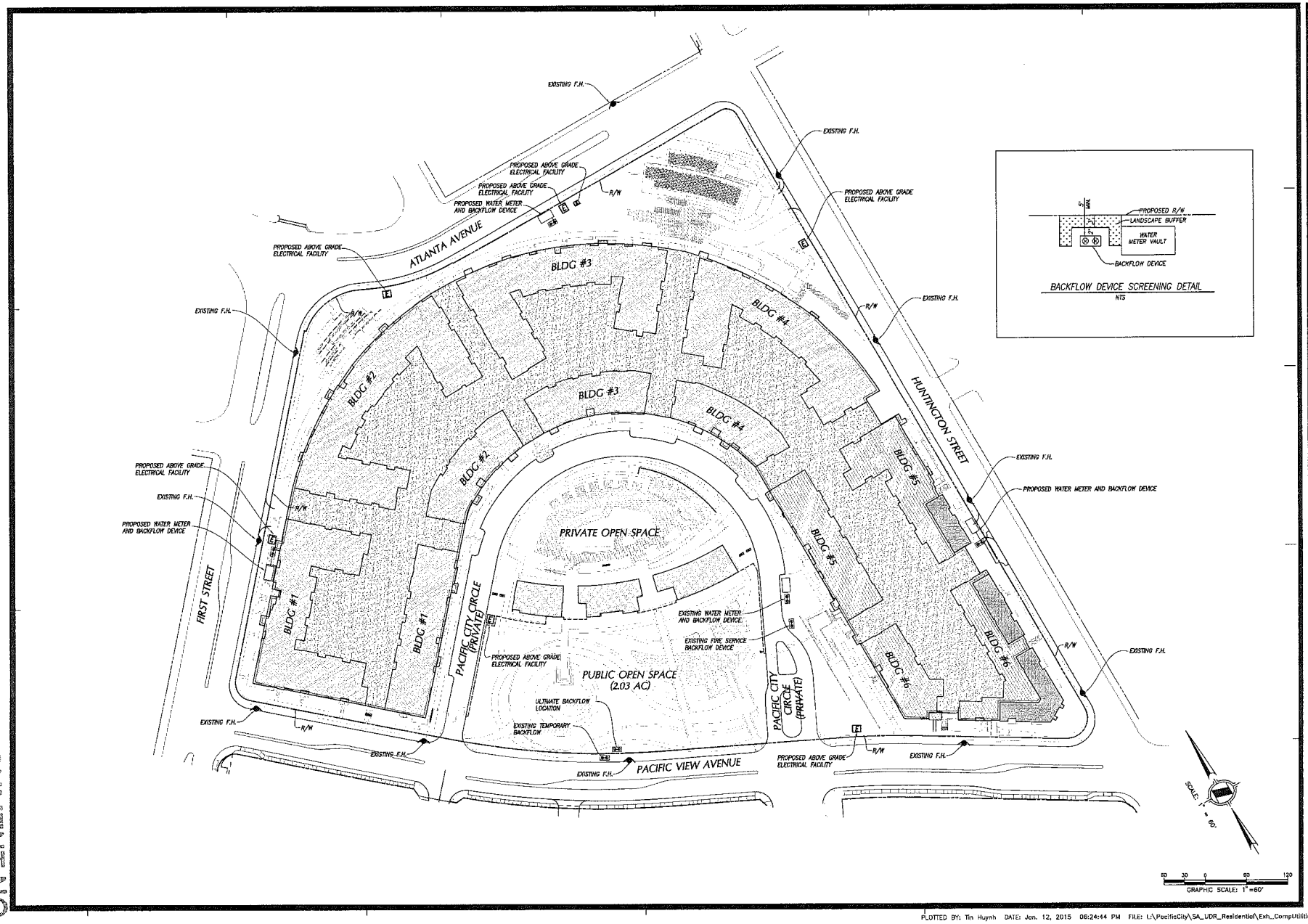

UDR

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

W.O. 2804-14 PACIFIC CITY APARTMENTS – COMPOSITE UTILITY EXHIBIT ABOVE GROUND
BIN: DOC:
ROOM:

SHEET TITLE

PRELIMINARY UTILITY EXHIBIT

SHEET NUMBER

C6.0

H&A

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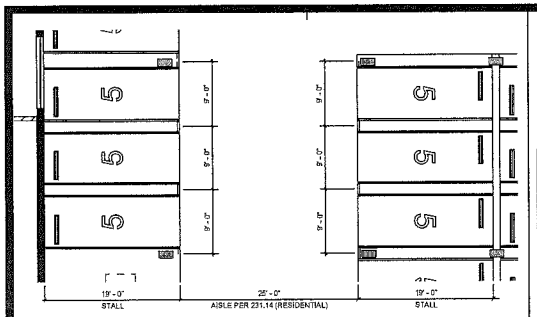
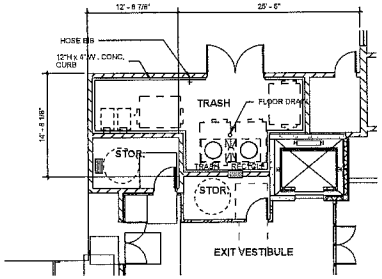


PARKING STRIPING REQUIREMENTS 1/8" = 1'-0" 7



TYPICAL TRASH ROOM 1/8" = 1'-0" 6

PARKING PROVIDED - OTHERS			
Type	Count	Size	Symbol Legend
EV - 12' Wide x 19'-0" long	5	9'-0"x19'-0"	(SWEV)
EV - 19'-0" long	60	9'-0"x 19'-0"	(SEV)
Guest - 12' Wide x 19'-0" long	6	9'-0"x19'-0"	(SW)
Guest - 19'-0" long	279	9'-0"x 19'-0"	(G)
Private Garage - 20'-0" long	34	9'-0"x19'-0"	(PG)
Residential - 12' Wide x 19'-0" long	31	9'-0"x19'-0"	(SW)
Residential - 19'-0" long	545	9'-0"x19'-0"	(S)
Residential Tandem - 12' Wide x 19'-0" long	5	9'-0"x19'-0"	(SW / T)
Residential Tandem - 19'-0" long	146	9'-0"x19'-0"	(S / T)
	1112		

PARKING PROVIDED - ADA			
Type	Count	Size	Symbol Legend
EV Accessible - 19'-0" long	1		(ADA / S)
Guest Accessible - 19'-0" long	3		(ADA / G)
Residential Accessible - 19'-0" long	25		(ADA / S)
Residential Accessible Van - 19'-0" long	2		(ADA V / S)
	31		

STRUCTURED RESIDENTIAL PARKING 5

HC
HC STALL 9'x19' MIN. STALL, 5'x19' MIN. LOADING

HCV
HC VAN STALL 9'x19' MIN. STALL, 9'x19' MIN. LOADING

MR-1
ELEVATOR MACHINE ROOM, # = BUILDING #

BBR-1
BATTERY BACK UP ROOM FOR STANDBY AND EMERGENCY POWER PER BUILDING PER CFC 604.2.15.1.1

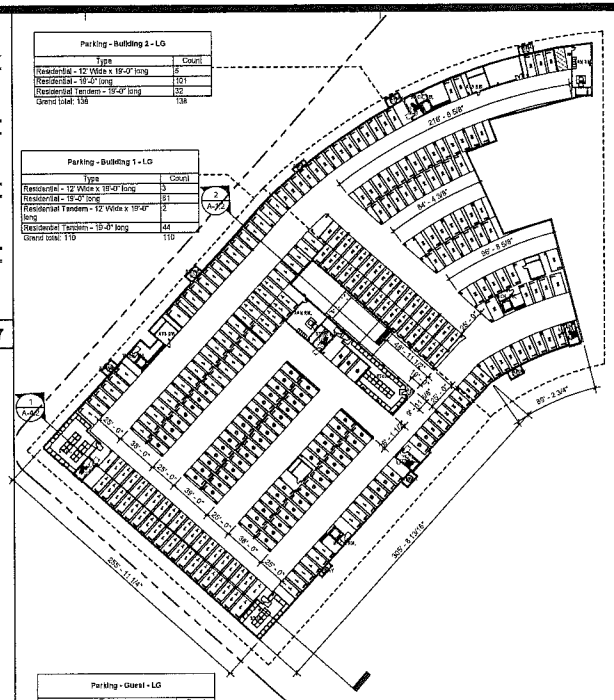
BFP-1
BACK FLOW PREVENTER PER BUILDING PER CBC 912.5 , # = BUILDING #

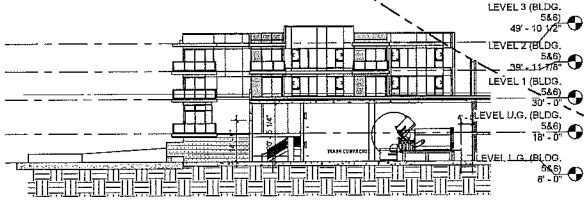
BFP-1
BACK FLOW PREVENTER PER BUILDING PER CBC 912.5 , # = BUILDING #

Parking - Building 2 - LG	
Type	Count
Residential - 12' Wide x 19'-0" long	8
Residential - 19'-0" long	101
Residential Tandem - 19'-0" long	32
Grand total: 138	138

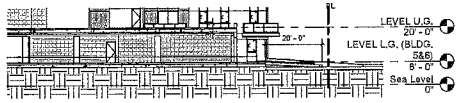
Parking - Building 1 - LG	
Type	Count
Residential - 12' Wide x 19'-0" long	3
Residential - 19'-0" long	91
Residential Tandem - 12' Wide x 19'-0" long	2
Residential Tandem - 19'-0" long	44
Grand total: 110	110

Parking - Guest - LG	
Type	Count
Guest - 12' Wide x 19'-0" long	1
Guest - 19'-0" long	70
Grand total: 71	71





3 TRASH COMPACTOR ENTRANCE RAMP
1" = 20'-0"



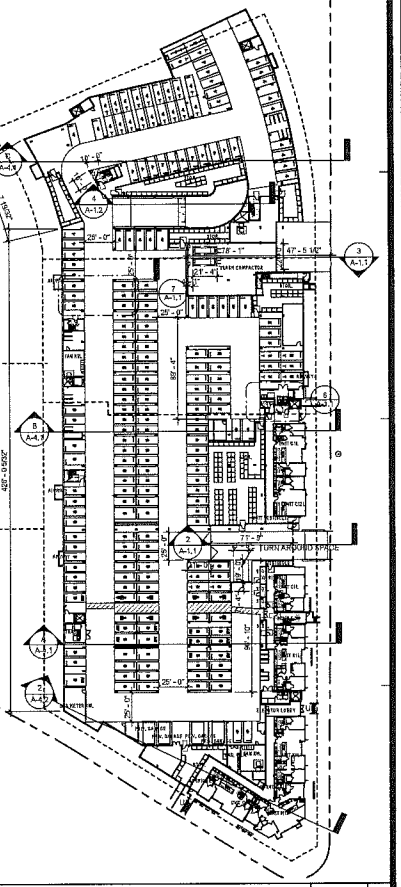
2 GARAGE ENTRANCE AT BLDG 5

RESIDENT STORAGE TABULATION			
UPPER GARAGE		LOWER GARAGE	
ROOM #	QTY OF STORAGE SPACES (50 CF MIN.)	ROOM #	QTY OF STORAGE SPACES (50 CF MIN.)
STOR. 1	16	STOR. 14	24
STOR. 2	11	STOR. 15	33
STOR. 3	20	STOR. 16	36
STOR. 4	5	STOR. 17	51
STOR. 5	7	STOR. 18	18
STOR. 6	21	STOR. 19	22
STOR. 7	10	STOR. 20	13
STOR. 8	41	STOR. 21	25
STOR. 9	9	STOR. 22	51
STOR. 10	12	STOR. 23	20
STOR. 11	8		
STOR. 12	16		325
STOR. 13	22		
	199		
TOTAL RES. STORAGE PROVIDED : 524			

Parking - Building 4 - LG	
Type	Count
Residential - 12' Wide x 19'-0" long	1
Residential - 19'-0" long	38
Residential Tandem - 12' Wide x 19'-0" long	2
Grand total: 42	42

Parking - Building 5 - LG	
Type	Count
Residential - 12' Wide x 19'-0" long	2
Residential - 19'-0" long	52
Residential Tandem - 19'-0" long	6
Grand total: 60	60

Parking - Building 6 - LG	
Type	Count
EV - 12' Wide x 19'-0" long	3
EV - 19'-0" long	9
Private Garage - 20'-0" long	4
Residential - 12' Wide x 19'-0" long	8
Residential - 19'-0" long	69
Residential Accessible - 19'-0" long	7
Residential Accessible Van - 19'-0" long	1
Residential Tandem - 19'-0" long	8
Grand total: 105	105



BUILDING PLAN - LOWER GARAGE LEVEL 1" = 50'-0" 1

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PACIFIC CITY APARTMENTS

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HUNTINGTON BEACH, CA

SHEET TITLE

LOWER LEVEL GARAGE

SHEET NUMBER

A-1.1

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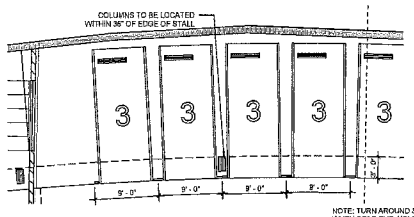
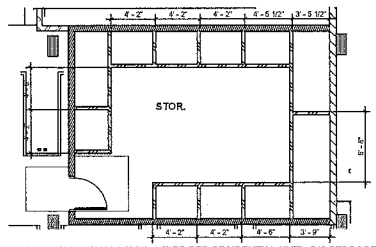
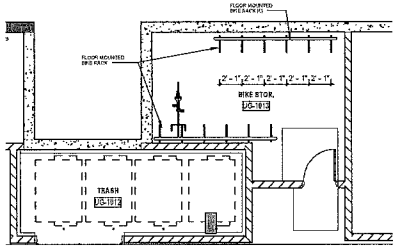


TYP. CURVED PARKING 1/8" = 1'-0" **5**



PER DTSP 3.2.18 50 CU FT SHALL BE PROVIDED PER RESIDENTIAL UNIT . 516 STORAGE SPACES MEASURING 3' Dx 4' W x 6' HT. WILL BE PROVIDED IN DESIGNATED ROOMS WITHIN THE GARAGE. SEE PLAN FOR LOCATIONS.

TYPICAL STORAGE ROOM 3/16" = 1'-0" **7**



PER DTSP TABLE 3-16-1 BICYCLE SPACE PER 4 DWELLING UNITS IS REQUIRED.
516 /4= 129.

UPPER GARAGE –84
LOWER GARAGE–47
GUESTS———3
TOTAL PROVIDED–134

SECURED BICYCLE STORAGE 3/16" = 1'-0" **6**

KEY

HC
HC STALL 9'x19' MIN. STAL, 8'x19' MIN. LOADING

HCV
HC VAN STALL 9'x19' MIN. STAL, 8'x19' MIN. LOADING

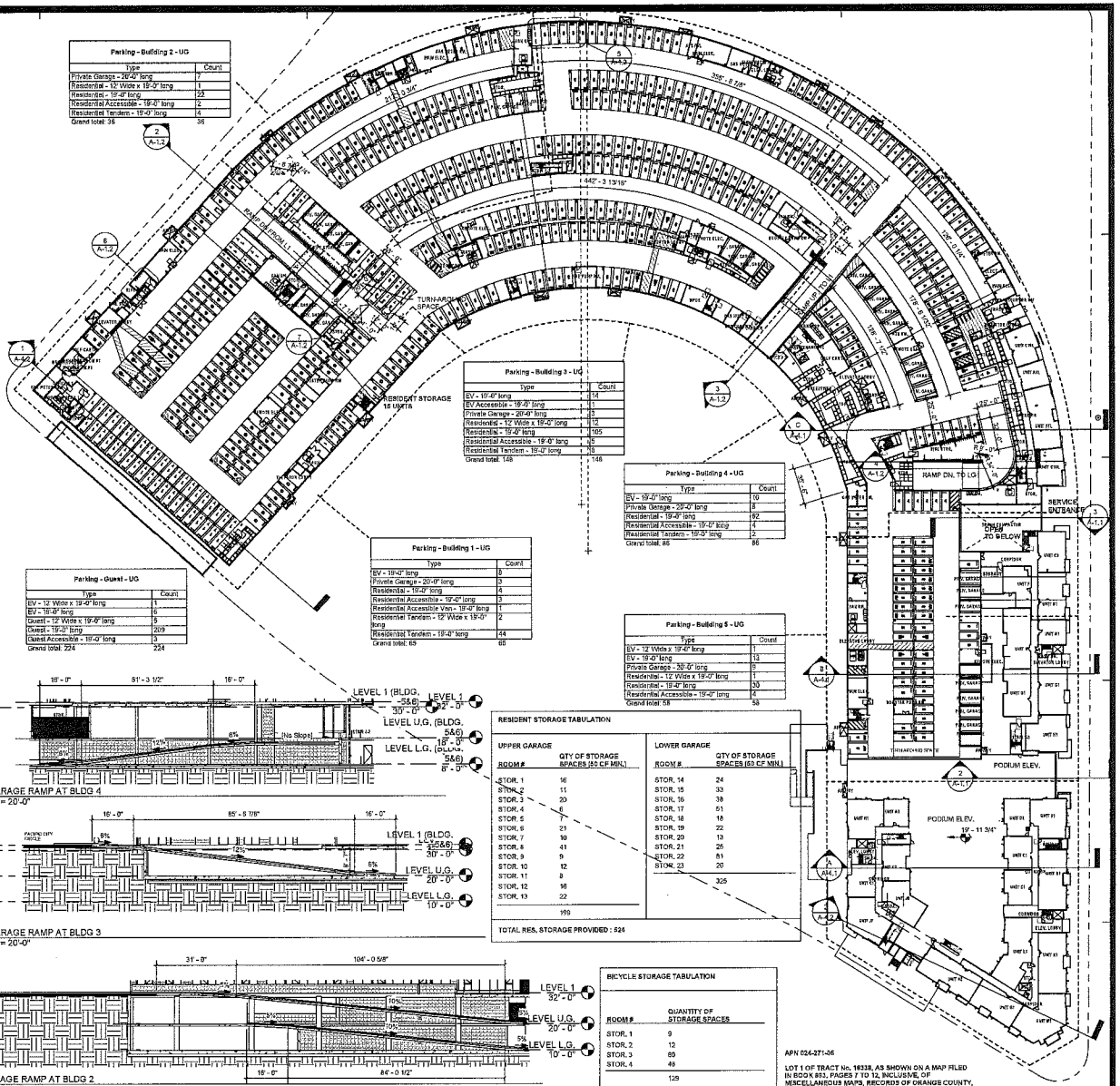
MR-1
ELEVATOR MACHINE ROOM, # = BUILDING #

BB#-1
BATTERY BACK UP ROOM FOR STANDBY AND EMERGENCY POWER PER BUILDING PER CFC 604.2.15.1.1

BFP-1
BACK FLOW PREVENTER PER BUILDING PER CBC 912.5 . # = BUILDING #

PRA
POLICE RADIO ACCESS EQUIPMENT

N



Parking - Building 2 - UG	
Type	Count
Private Garage - 20'-0" long	7
Residential - 12' Wide x 19'-0" long	1
Residential - 19'-0" long	22
Residential Accessible - 19'-0" long	2
Residential Tandem - 19'-0" long	4
Grand total: 36	36

Parking - Building 3 - UG	
Type	Count
EV - 19'-0" long	14
EV Accessible - 19'-0" long	1
Private Garage - 20'-0" long	10
Residential - 12' Wide x 19'-0" long	12
Residential - 19'-0" long	105
Residential Accessible - 19'-0" long	3
Residential Tandem - 19'-0" long	13
Grand total: 148	148

Parking - Building 4 - UG	
Type	Count
EV - 19'-0" long	10
Private Garage - 20'-0" long	8
Residential - 19'-0" long	62
Residential Accessible - 19'-0" long	4
Residential Tandem - 19'-0" long	2
Grand total: 86	86

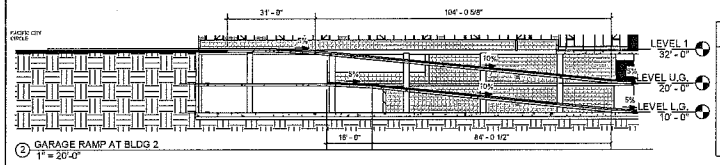
Parking - Building 1 - UG	
Type	Count
EV - 19'-0" long	8
Private Garage - 20'-0" long	3
Residential - 19'-0" long	4
Residential Accessible - 19'-0" long	3
Residential Accessible Van - 19'-0" long	1
Residential Tandem - 12' Wide x 19'-0" long	2
Residential Tandem - 19'-0" long	44
Grand total: 65	65

Parking - Building 5 - UG	
Type	Count
EV - 12' Wide x 19'-0" long	1
EV - 19'-0" long	13
Private Garage - 20'-0" long	8
Residential - 12' Wide x 19'-0" long	1
Residential - 19'-0" long	30
Residential Accessible - 19'-0" long	4
Grand total: 58	58

Parking - Guest - UG	
Type	Count
EV - 12' Wide x 19'-0" long	1
EV - 19'-0" long	6
Guest - 12' Wide x 19'-0" long	5
Guest - 19'-0" long	209
Guest Accessible - 19'-0" long	3
Grand total: 224	224

4 GARAGE RAMP AT BLDG 4
1" = 20'-0"

3 GARAGE RAMP AT BLDG 3
1" = 20'-0"



2 GARAGE RAMP AT BLDG 2
1" = 20'-0"

RESIDENT STORAGE TABULATION

UPPER GARAGE	
ROOM #	QTY OF STORAGE SPACES (50 CF MIN.)
STOR. 1	16
STOR. 2	11
STOR. 3	20
STOR. 4	6
STOR. 5	7
STOR. 6	21
STOR. 7	10
STOR. 8	41
STOR. 9	9
STOR. 10	12
STOR. 11	8
STOR. 12	16
STOR. 13	22
	199

LOWER GARAGE	
ROOM #	QTY OF STORAGE SPACES (50 CF MIN.)
STOR. 14	24
STOR. 15	33
STOR. 16	38
STOR. 17	51
STOR. 18	18
STOR. 19	22
STOR. 20	13
STOR. 21	26
STOR. 22	81
STOR. 23	20
	325

TOTAL RES. STORAGE PROVIDED : 524

BICYCLE STORAGE TABULATION

ROOM #	QUANTITY OF STORAGE SPACES
STOR. 1	9
STOR. 2	12
STOR. 3	86
STOR. 4	48
	129

APN 024-271-06

LOT 1 OF TRACT No. 16938, AS SHOWN ON A MAP FILED IN BOOK 851, PAGES 7 TO 12, INCLUSIVE, OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA.

UPPER GARAGE LEVEL 1" = 50'-0" **1**

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PACIFIC CITY APARTMENTS

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SHEET TITLE

UPPER GARAGE LEVEL

SHEET NUMBER

A-1.2

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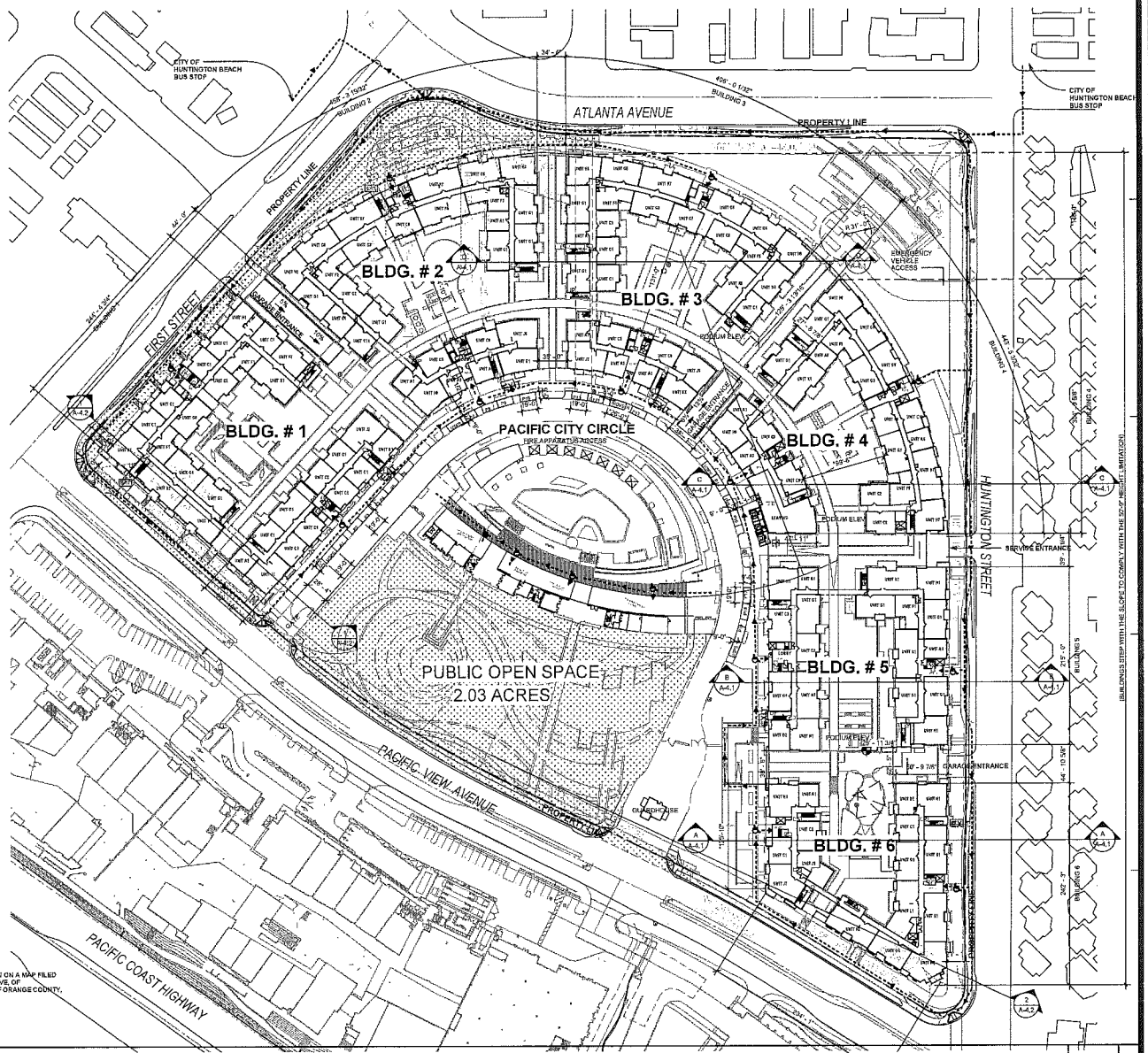

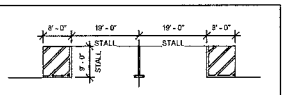

PARKING TABULATION

BLDG 1: 6
BLDG 2: 4
BLDG 3: 3
BLDG 4: 3
BLDG 5: 6

② STREET PARKING DIMENSIONS
1/16" = 1'-0"

SITE PARKING TABULATION

PACIFIC CITY CIRCLE :	24
UPPER GARAGE :	517
LOWER GARAGE :	528
TOTAL SPACES PROVIDED:	1167

PARKING SPACES PER UNIT:
1167 SPACES / 516 UNITS = 2.26 SPACES/UNIT

KEY

PACIFIC VIEW — ATLANTA

ACCESSIBLE PATH

N

APN 024-271-08

LOT 1 OF TRACT No. 16338, AS SHOWN ON A MAP FILED IN BOOK 893, PAGES 7 TO 12, INCLUSIVE, OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA.

SITE PLAN / LEVEL 1 PLAN 1" = 60'-0" 1

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SHEET TITLE

SITE PLAN / LEVEL 1

SHEET NUMBER

A-1.3

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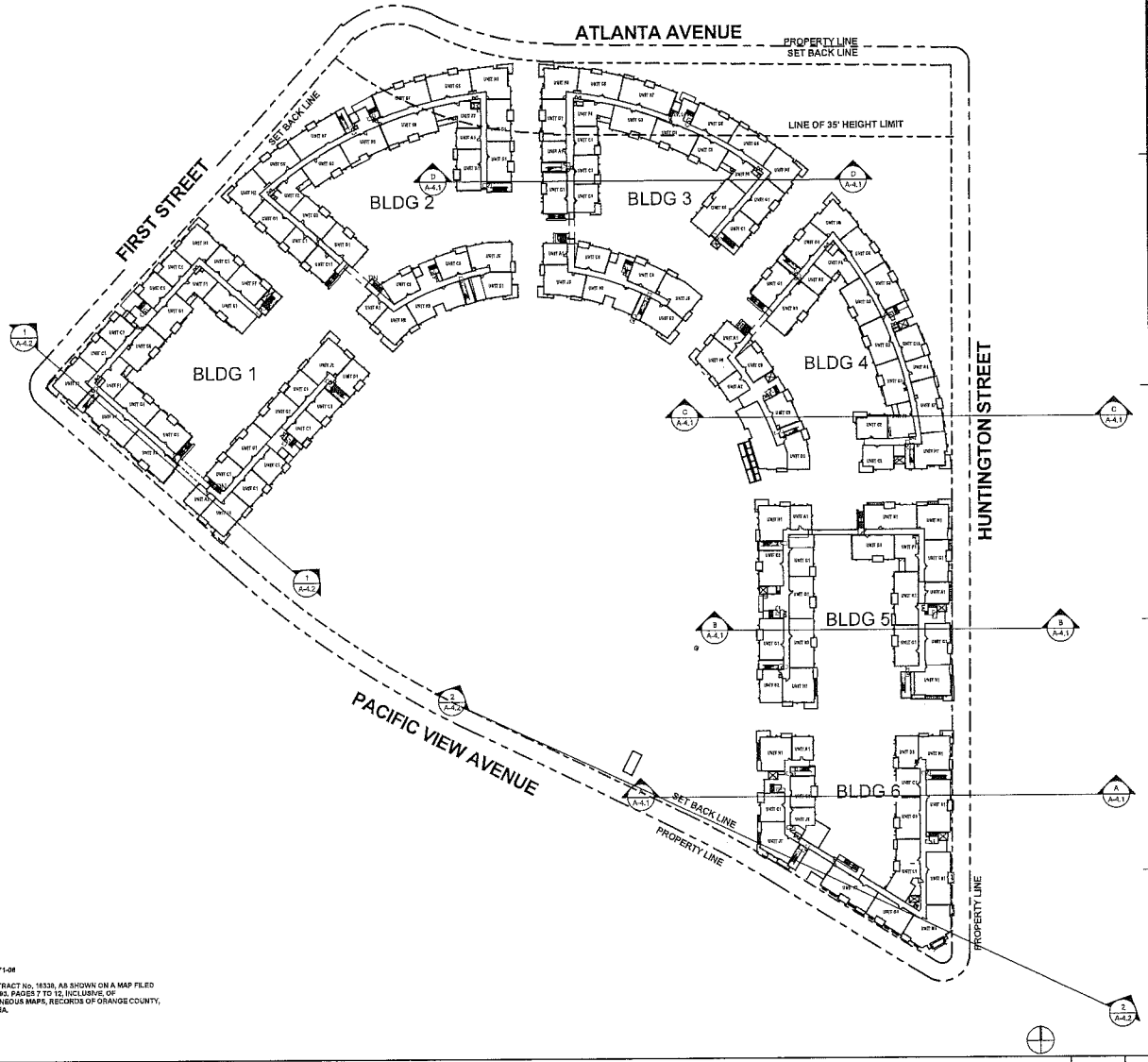

KEY

PACIFIC VIEW — ATLANTA

N

APN 024-271-06

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BUILDING PLAN - LEVEL 2 | 1" = 50'-0" | 1

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SHEET TITLE

FLOOR PLAN LEVEL 2

SHEET NUMBER

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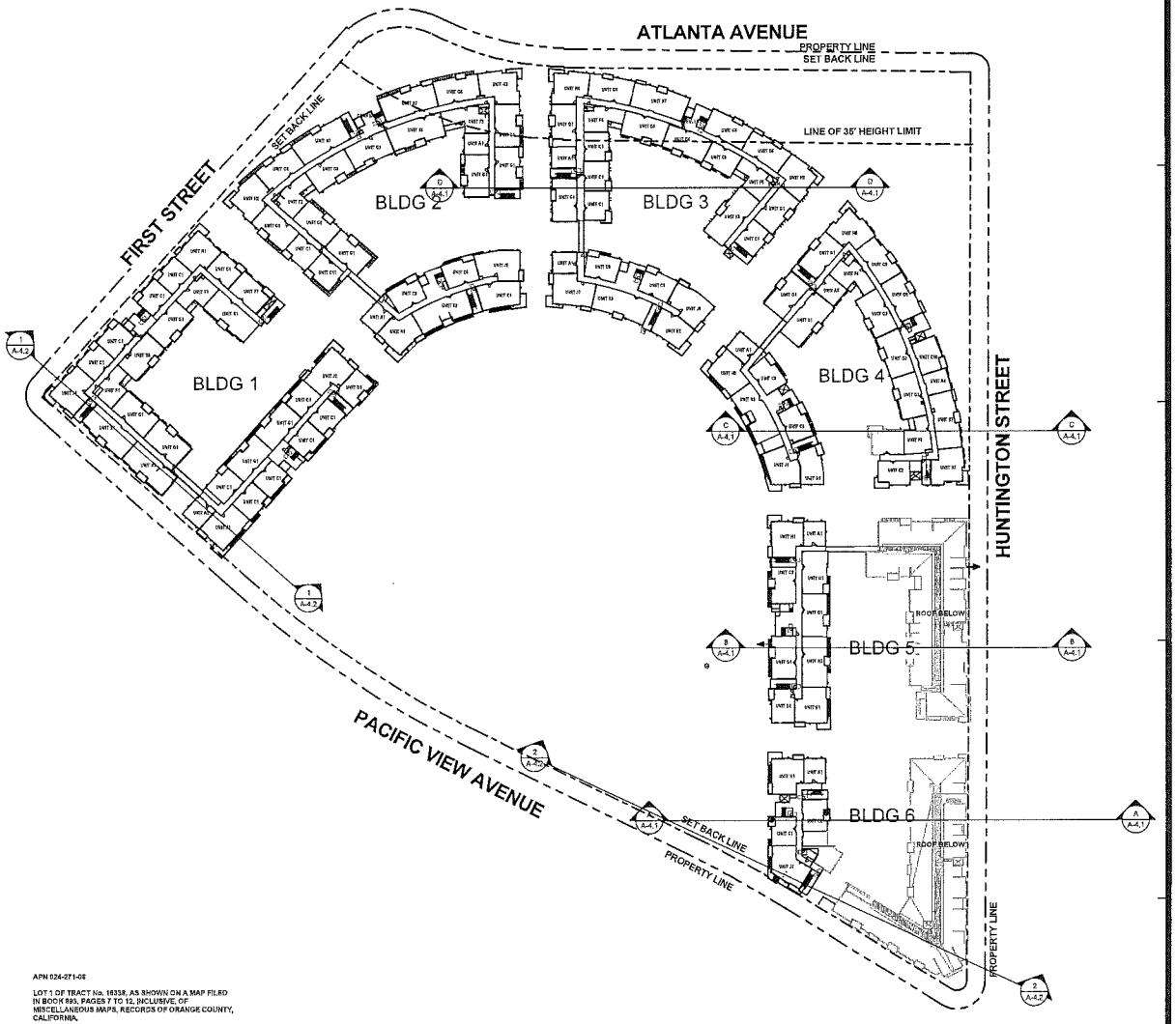

KEY

N

APN 024-271-08

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BUILDING PLAN - LEVEL 3 | 1" = 60'-0" | 1

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SHEET TITLE

FLOOR PLAN LEVEL 3

SHEET NUMBER

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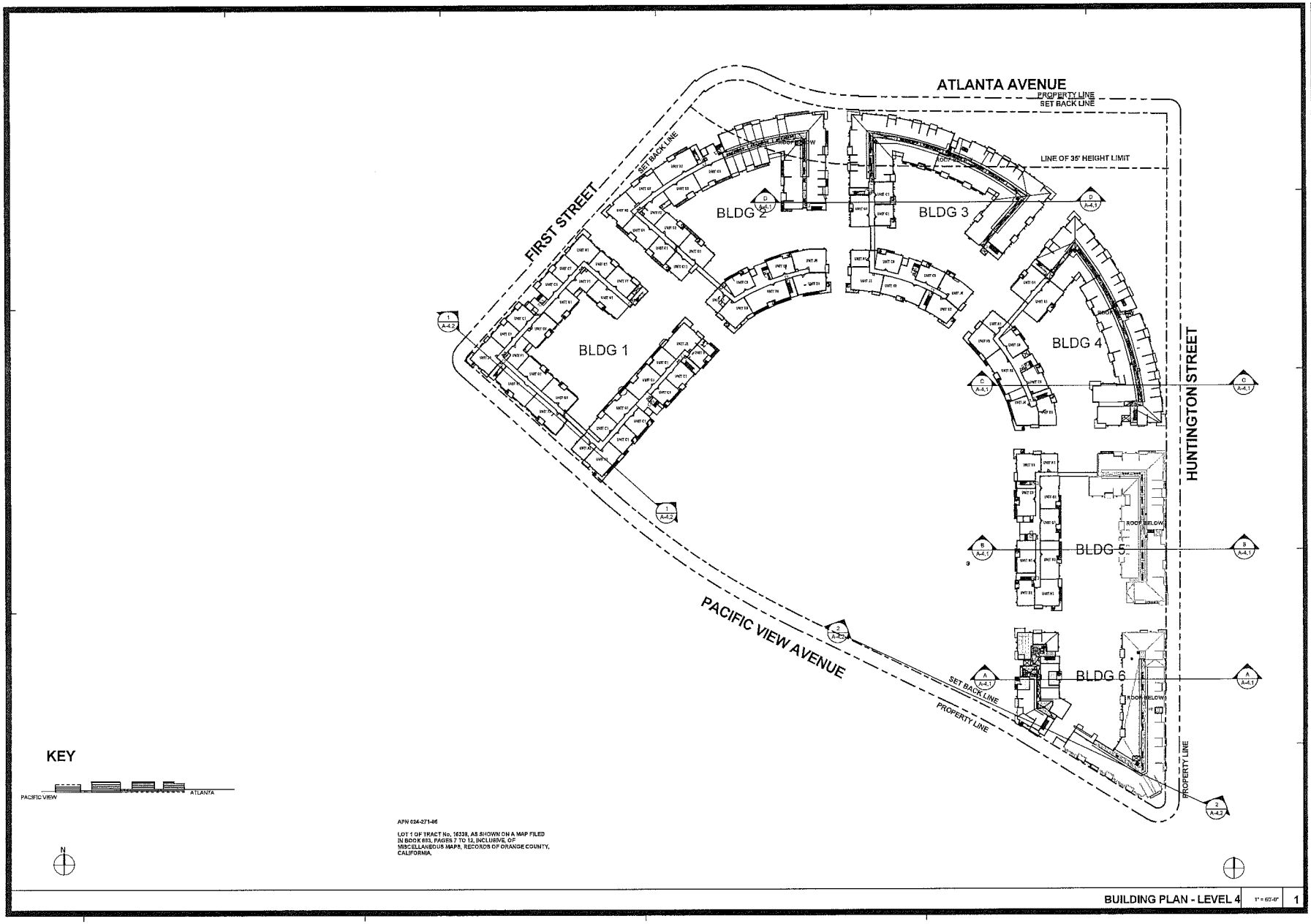

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BUILDING PLAN - LEVEL 4 | 1" = 60'-0" | 1

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SHEET TITLE

FLOOR PLAN LEVEL 4

SHEET NUMBER

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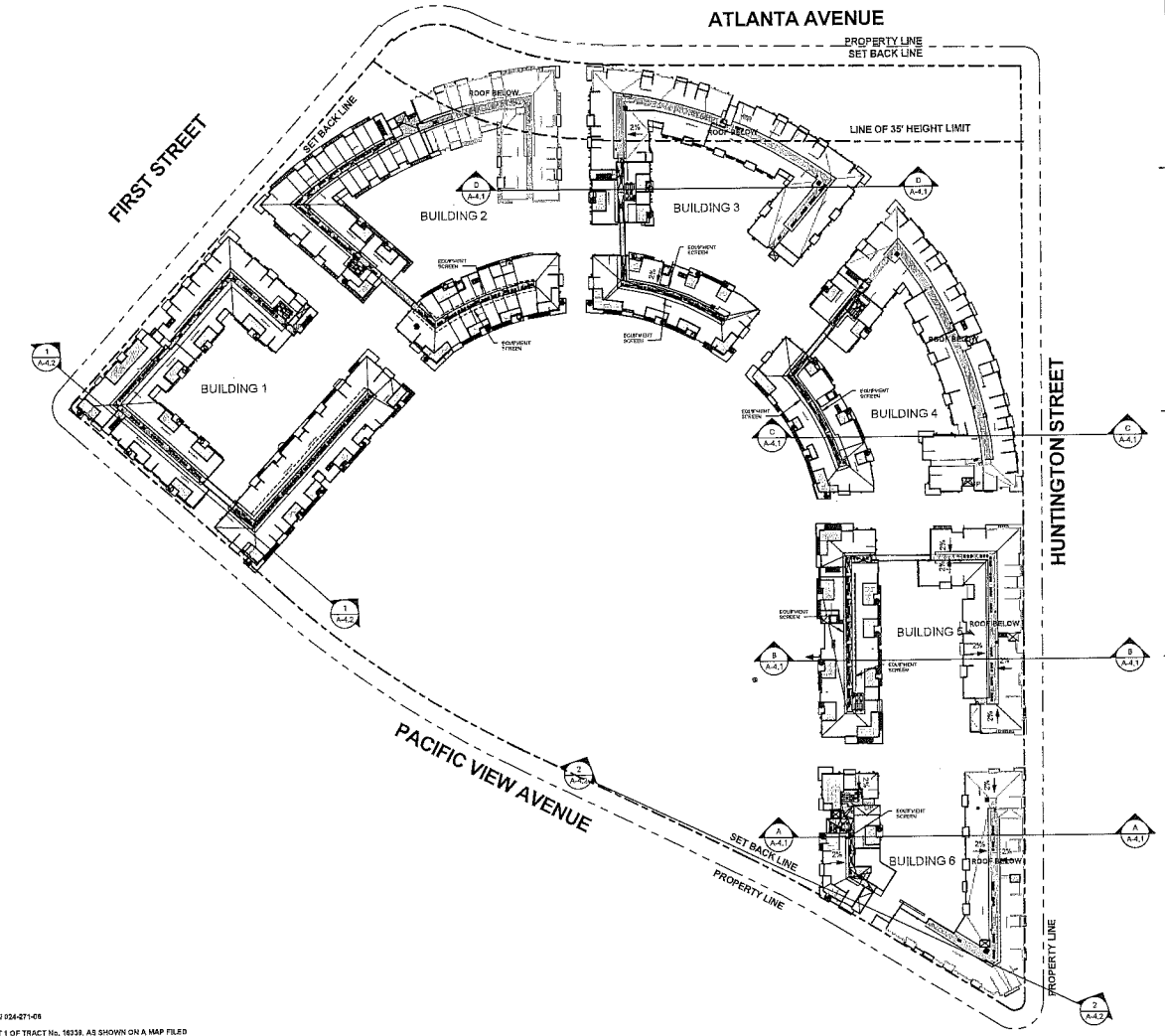

KEY

N

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BUILDING PLAN - ROOF PLAN | 1" = 60'-0" | 1

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PACIFIC CITY APARTMENTS

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SHEET TITLE

FLOOR PLAN ROOF LEVEL

SHEET NUMBER

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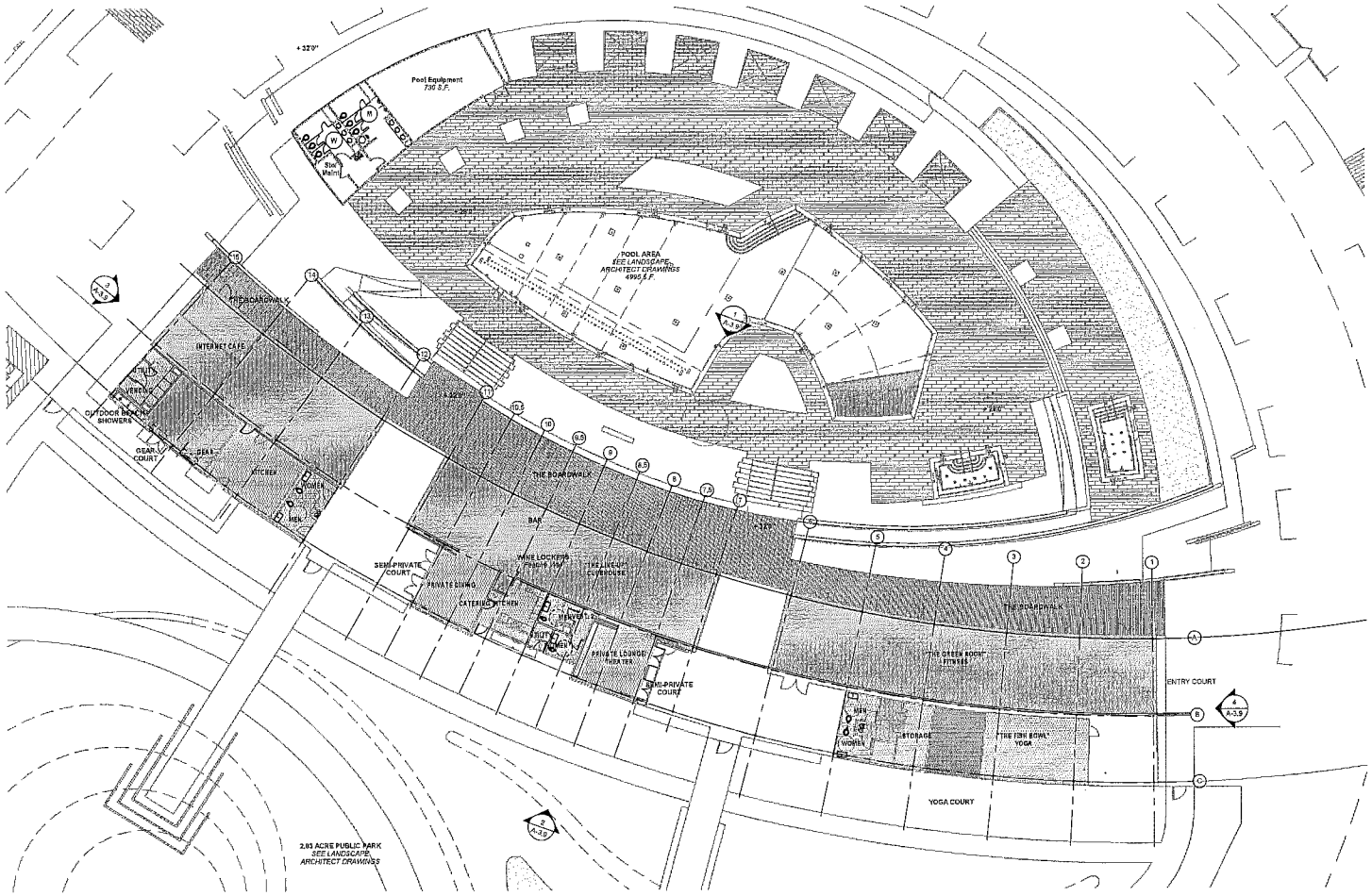

AMENITY - LEVEL 1 | 1/16" = 1'-0" | 1

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SHEET TITLE

AMENITY BUILDING FLOOR PLAN

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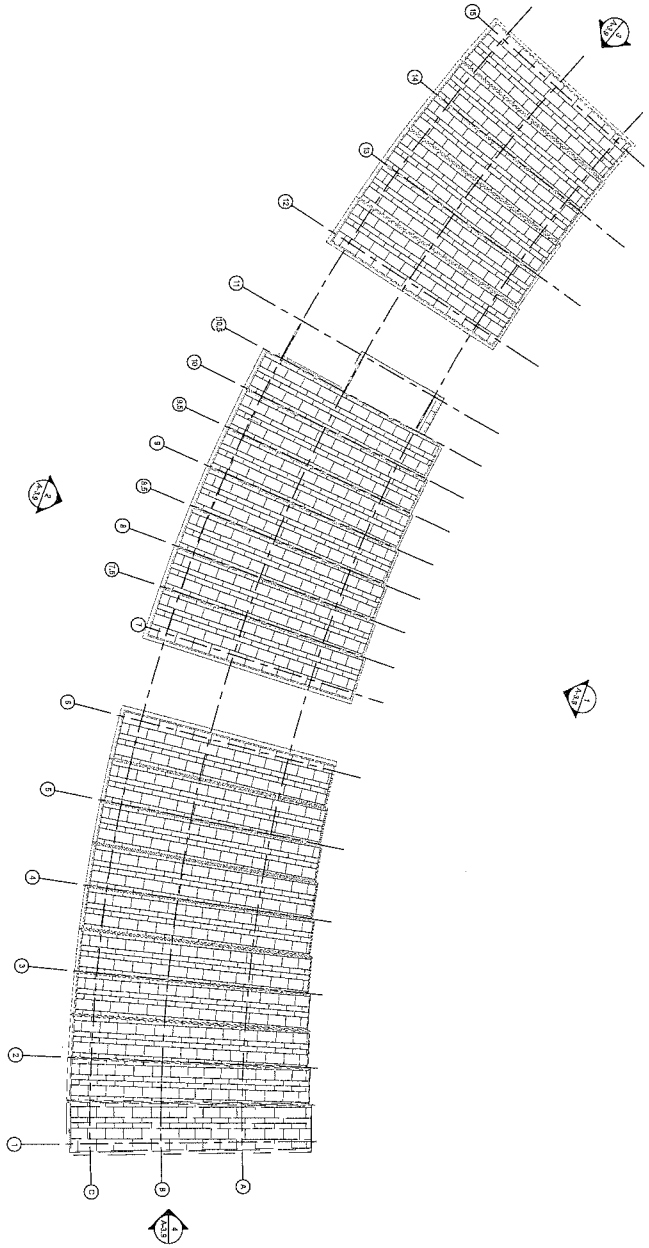

AMENITY - LEVEL ROOF | 1/16" = 1'-0" | 1

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SHEET NUMBER: A-1.9

SHEET TITLE: AMENITY BUILDING ROOF PLAN

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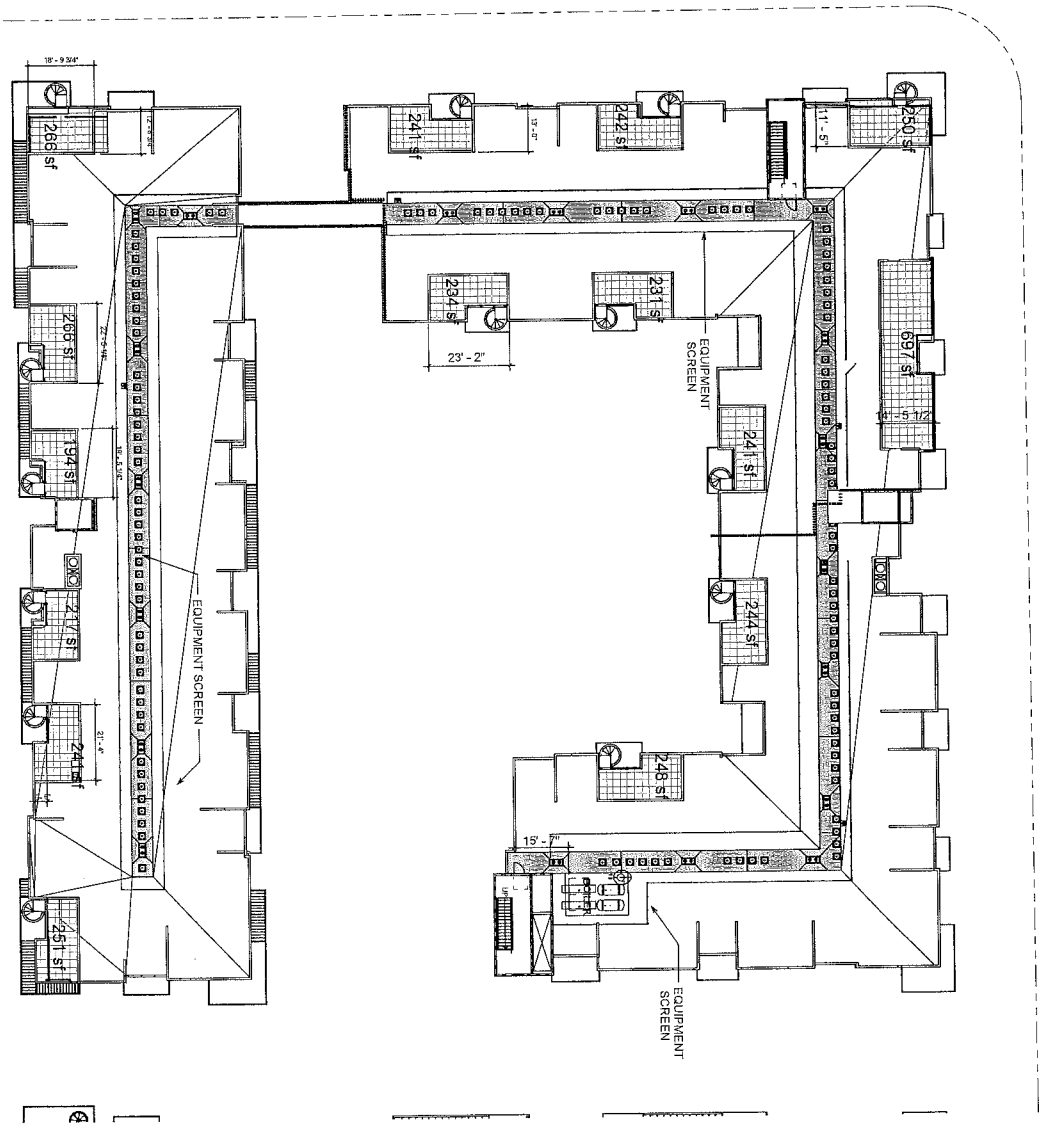

BUILDING PLAN - ROOF PLAN

1/16" = 1'-0"

1

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A-1.10

BUILDING 1 ROOF LEVEL

SHEET TITLE

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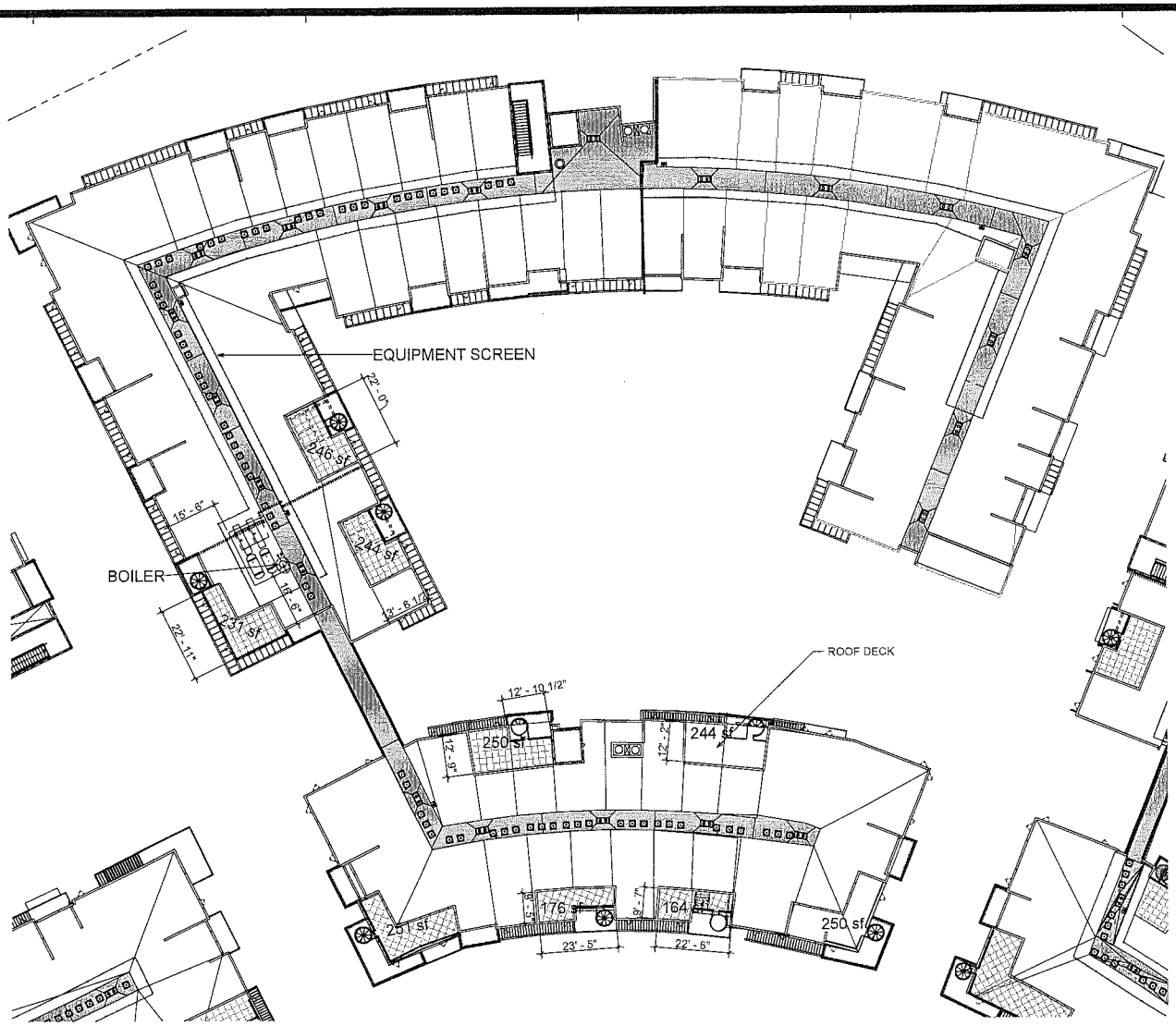

BUILDING 2 SEGMENT PLAN - ROOF PLAN | 1/16" = 1'-0" | 1

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SHEET TITLE

BUILDING 2 ROOF LEVEL

SHEET NUMBER

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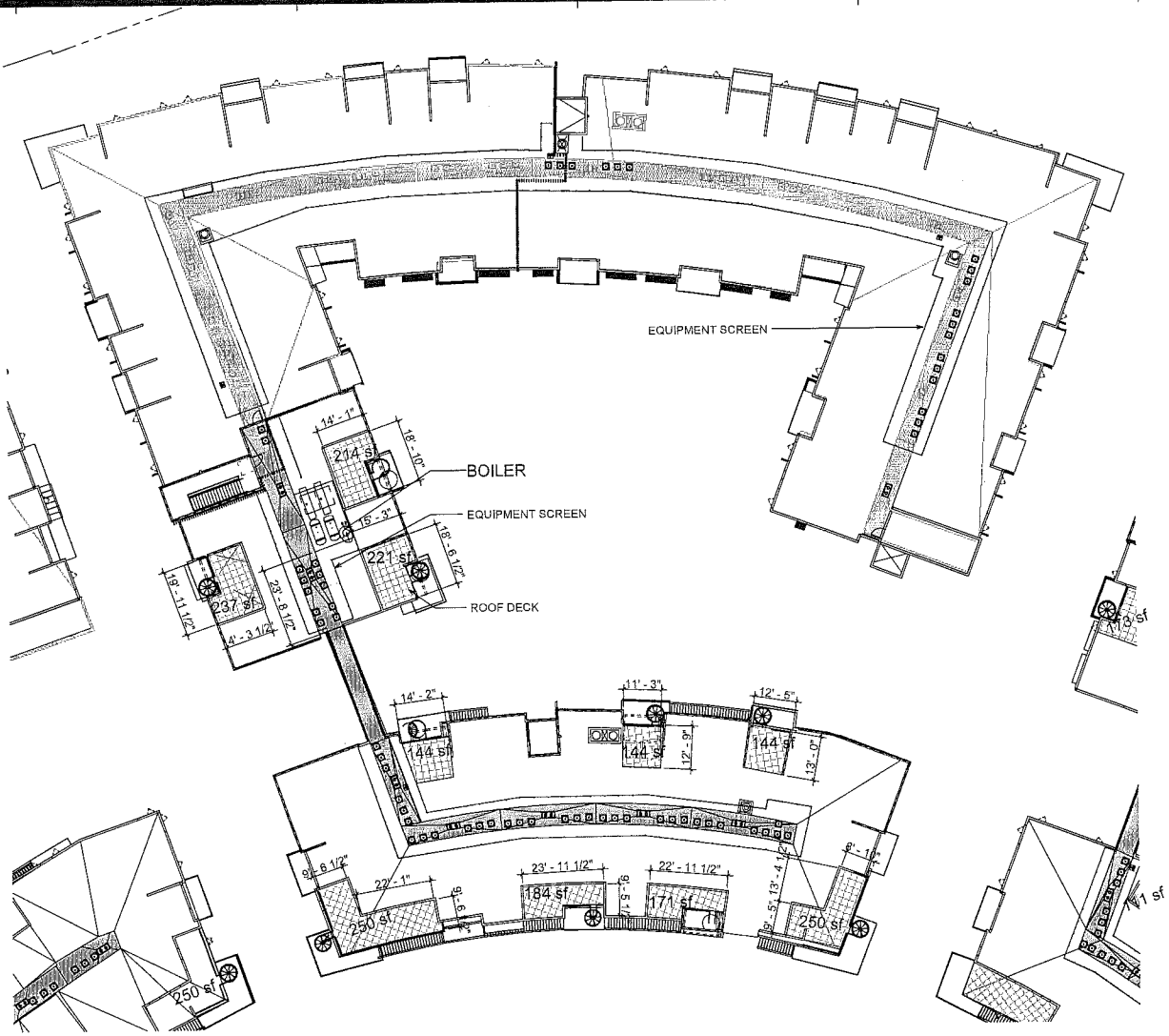

BUILDING 3 SEGMENT PLAN - ROOF LEVEL | 1/16" = 1'-0" | 1

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SHEET TITLE

BUILDING 3 ROOF LEVEL

SHEET NUMBER

A-1.12

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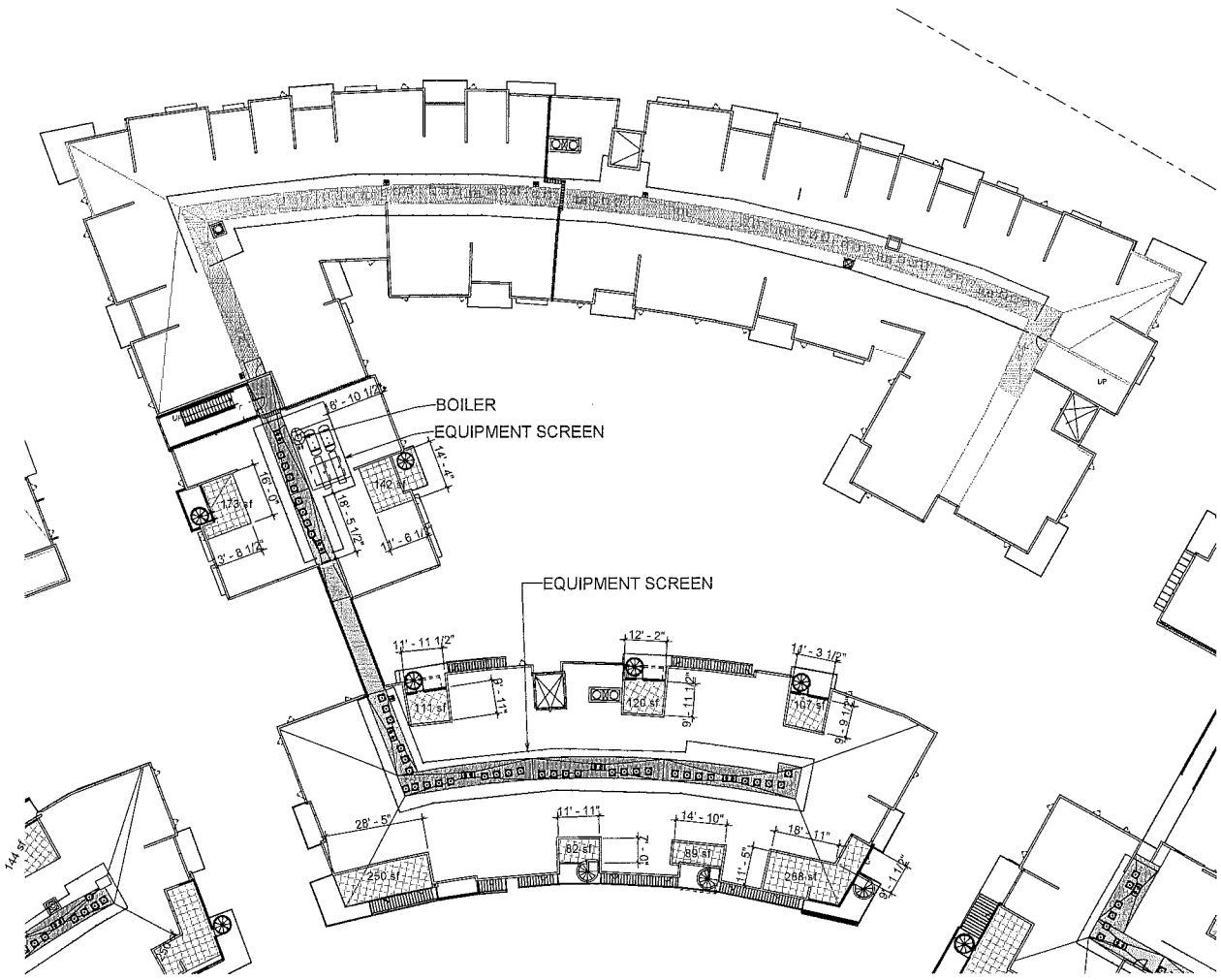

BUILDING 4 SEGMENT PLAN - ROOF LEVEL | 1/16" = 1'-0" | 1

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PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

BUILDING 4 ROOF PLAN

SHEET NUMBER

A-1.13

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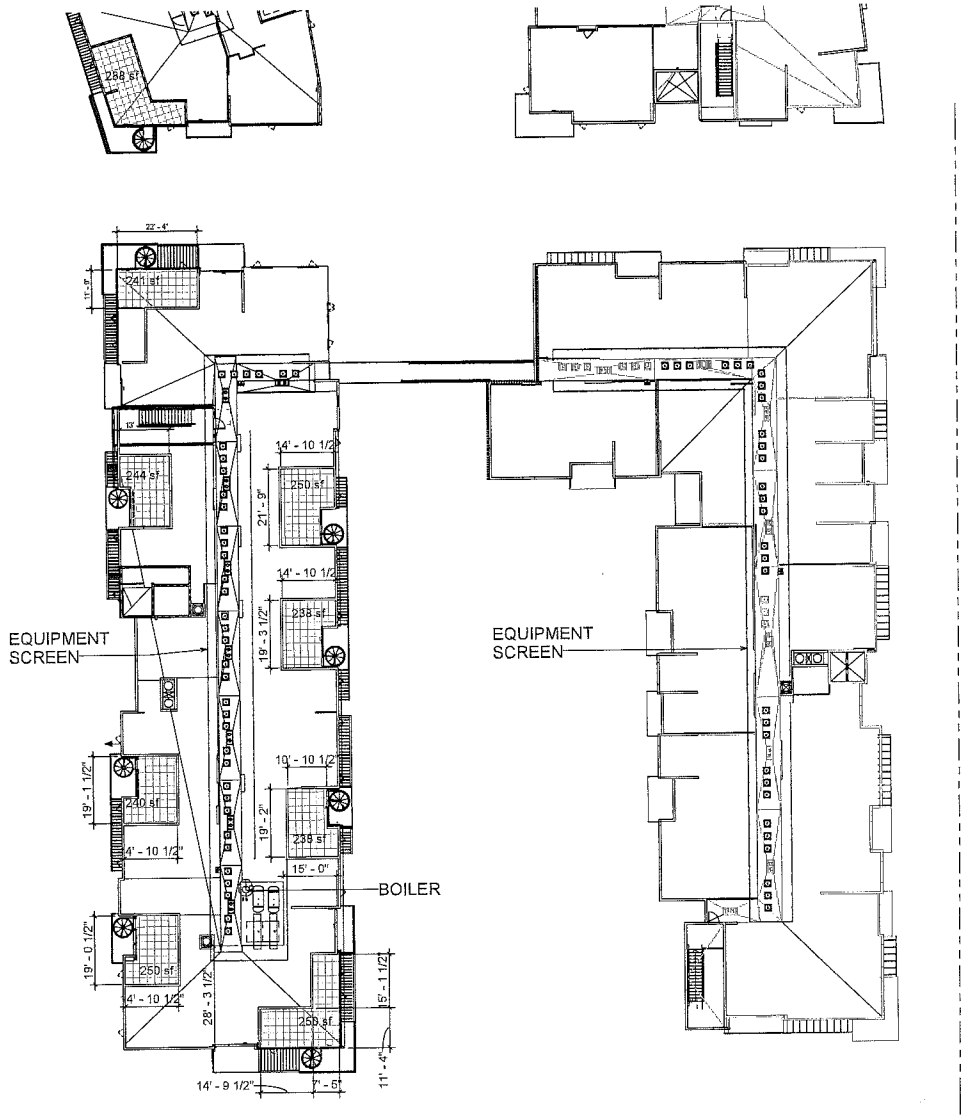

BUILDING 5 SEGMENT PLAN - ROOF LEVEL 1/16" = 1'-0" 1

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BUILDING 5 ROOF PLAN

SHEET NUMBER

A-1.14

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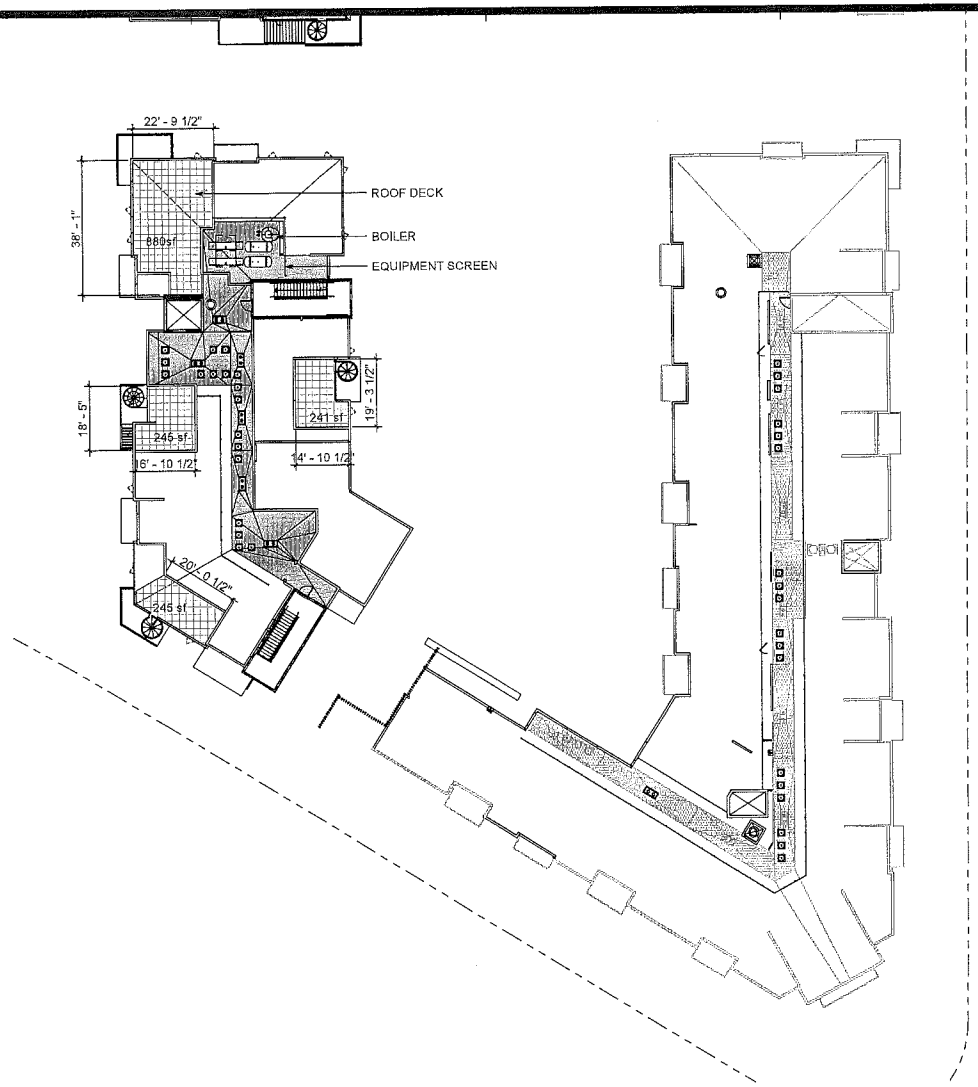

BUILDING 6 SEGMENT PLAN - ROOF LEVEL | 1/16" = 1'-0" | 1

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SHEET TITLE

BUILDING 6 ROOF PLAN

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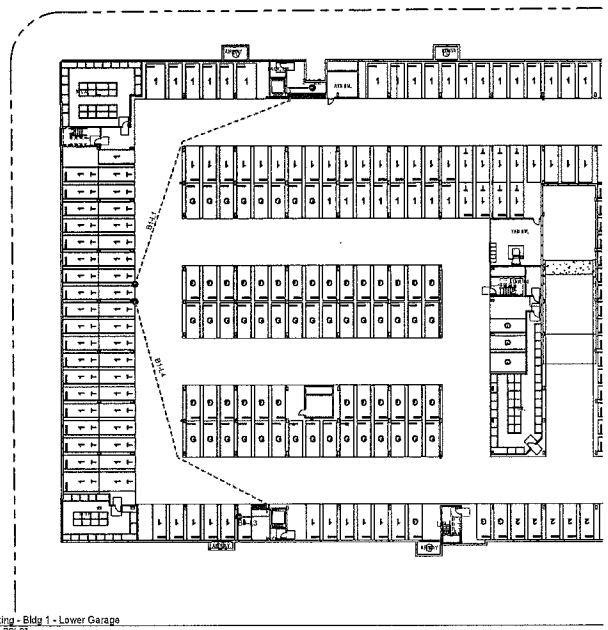
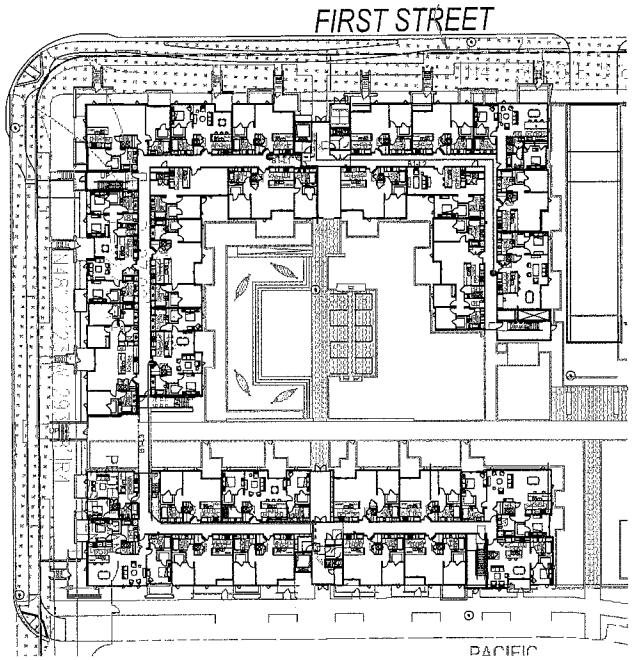


1 Parking - Bldg 1 - Lower Garage
1" = 30'-0"



2 Parking - Bldg 1 - Level 1
1" = 30'-0"

DISTANCE FROM PARKING TO UNIT:
B1-L1 : 177'
B1-L2 : 189'
B1-L3 : 199'
B1-L4 : 180'

PATHWAY LEGEND
——— PATHWAY A
- - - - - PATHWAY B

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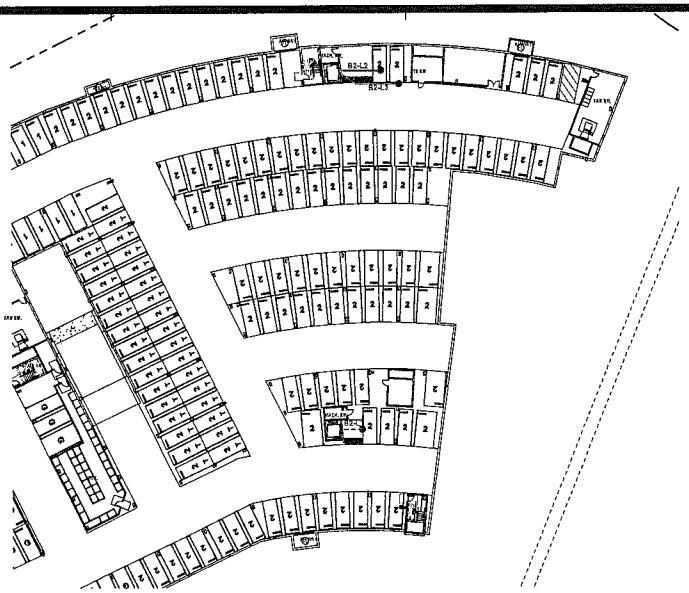
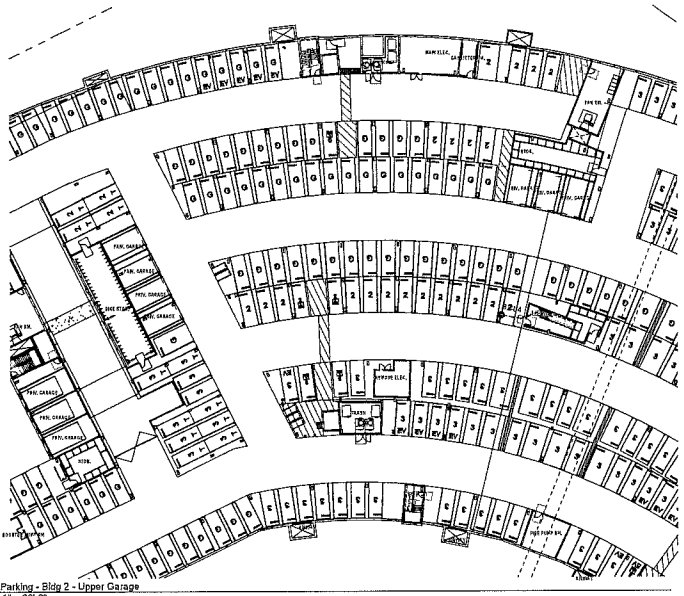
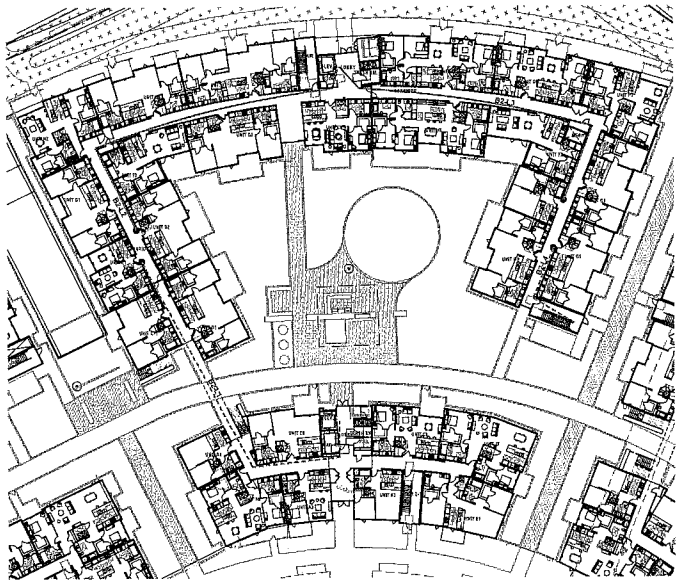


1 Parking - Bldg 2 - Lower Garage
1" = 30'-0"



2 Parking - Bldg 2 - Upper Garage
1" = 30'-0"



3 Parking - Bldg 2 - Level 1
1" = 30'-0"

DISTANCE FROM PARKING TO UNIT:
B2-L1 : 199'
B2-L2 : 195'
B2-L3 : 200'
B2-L4 : 179'

PATHWAY LEGEND
——— PATHWAY A
- - - - - PATHWAY B

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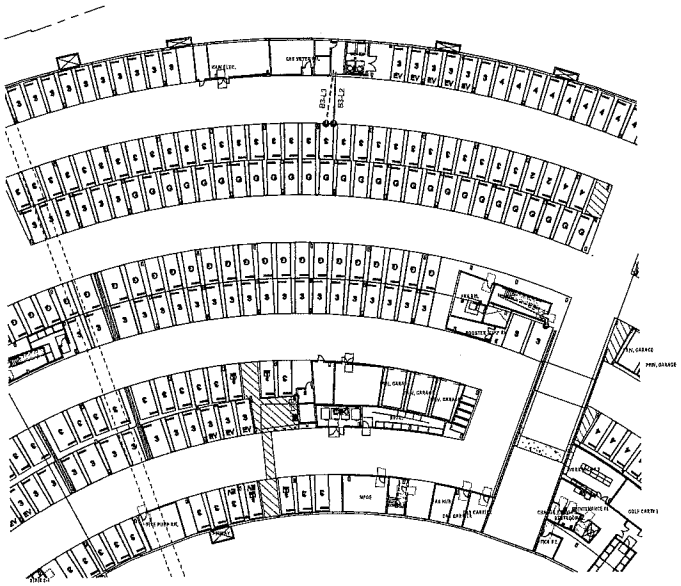
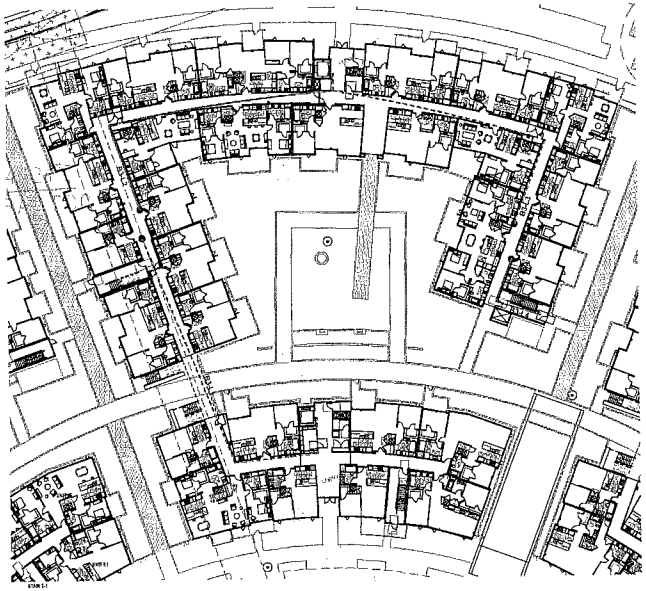


1 Parking - Bldg 3 - Upper Garage
1" = 30'-0"



2 Parking - Bldg 3 - Level 1
1" = 30'-0"

DISTANCE FROM PARKING TO UNIT:
B3-L1 : 200'
B3-L2 : 200'
B3-L3 : 200'
B3-L4 : 155'

PATHWAY LEGEND
——— PATHWAY A
- - - - - PATHWAY B

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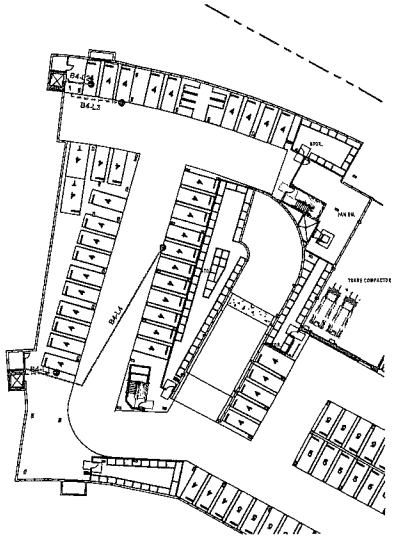
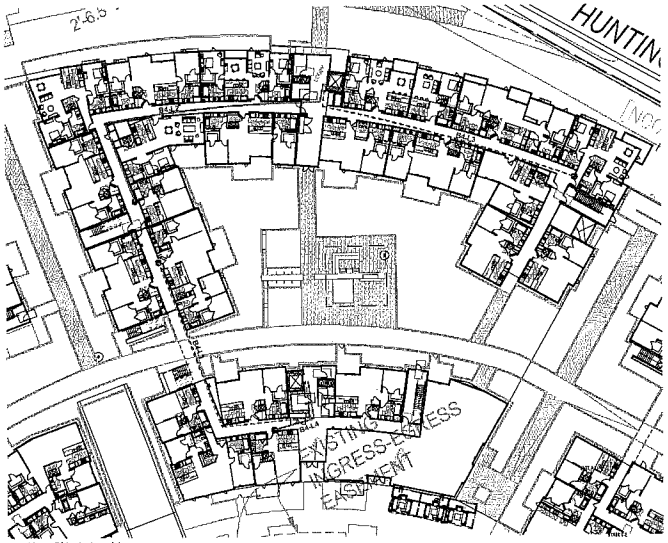


① Parking - Bldg 4 - Lower Garage
1" = 30'-0"



② Parking - Bldg 4 - Level 1
1" = 30'-0"

DISTANCE FROM PARKING TO UNIT:
B4-L1 : 200'
B4-L2 : 182'
B4-L3 : 167'
B4-L4 : 157'

PATHWAY LEGEND
——— PATHWAY A
- - - - - PATHWAY B

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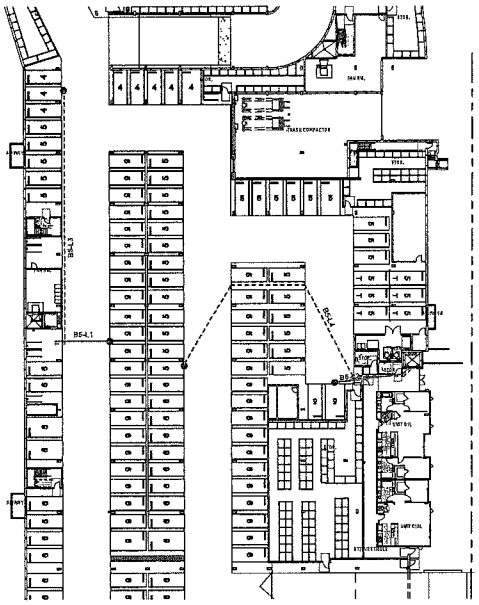
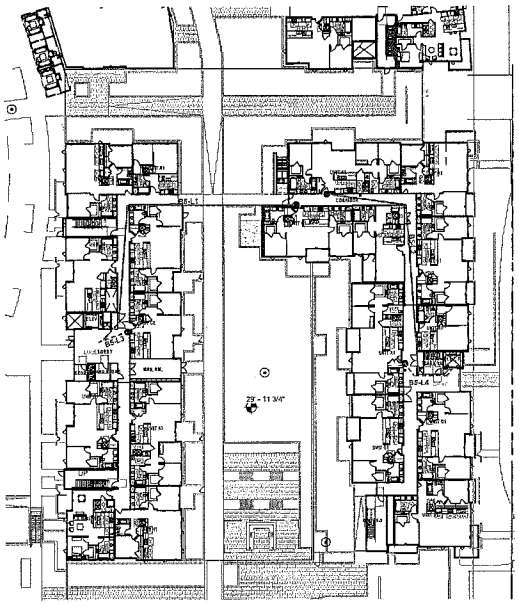


1 Parking - Bldg 5 - Lower Garage
1" = 30'-0"



2 Parking - Bldg 5 - Level 1
1" = 30'-0"

DISTANCE FROM PARKING TO UNIT:
B5-L1 : 190'
B5-L2 : 191'
B5-L3 : 158'
B5-L4 : 200'

PATHWAY LEGEND
PATHWAY A
PATHWAY B

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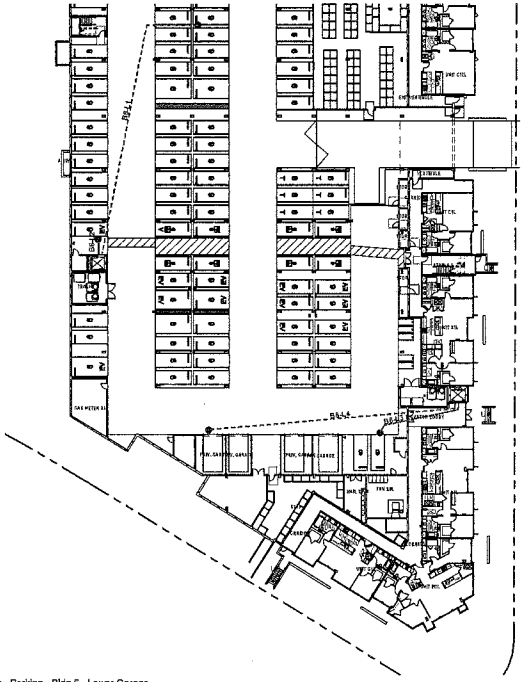
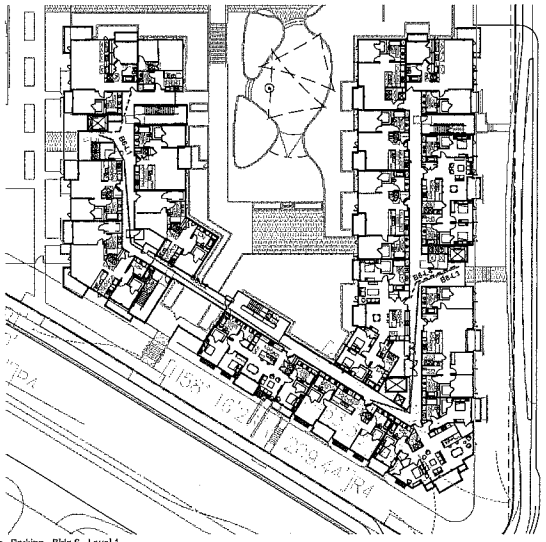


1 Parking - Bldg 6 - Lower Garage
1" = 30'-0"



2 Parking - Bldg 6 - Level 1
1" = 30'-0"

DISTANCE FROM PARKING TO UNIT:
B6-L1 : 186'
B6-L2 : 176'
B6-L3 : 157'
B6-L4 : 168'

PATHWAY LEGEND
PATHWAY A
PATHWAY B

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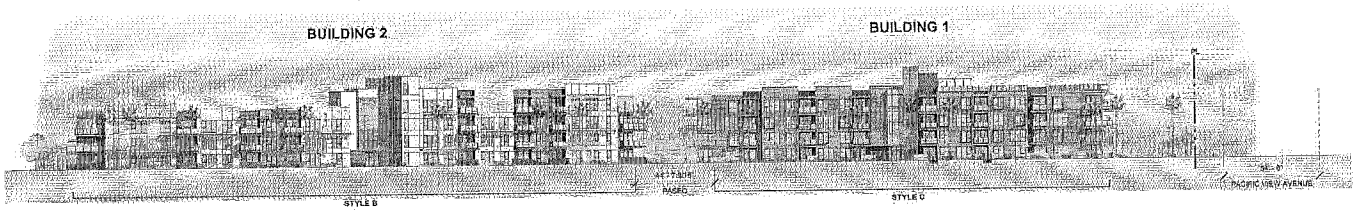
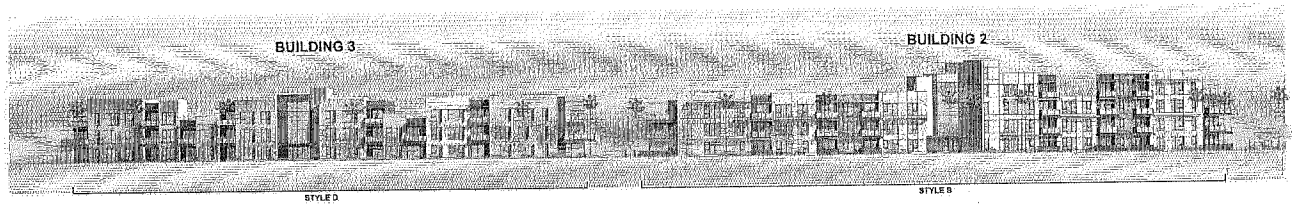
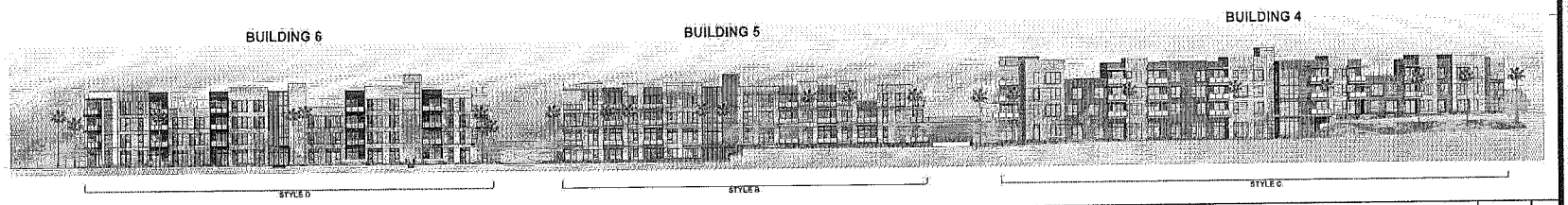
RESIDENTIAL ELEVATIONS - PACIFIC VIEW AVENUE | 1/32" = 1'-0" | 1



RESIDENTIAL ELEVATIONS - FIRST STREET | 1/32" = 1'-0" | 2



RESIDENTIAL ELEVATIONS - ATLANTA AVENUE | 1/32" = 1'-0" | 3



RESIDENTIAL ELEVATIONS - HUNTINGTON STREET | 1/32" = 1'-0" | 4

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PACIFIC CITY APARTMENTS

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SHEET TITLE

OVERALL ELEVATIONS

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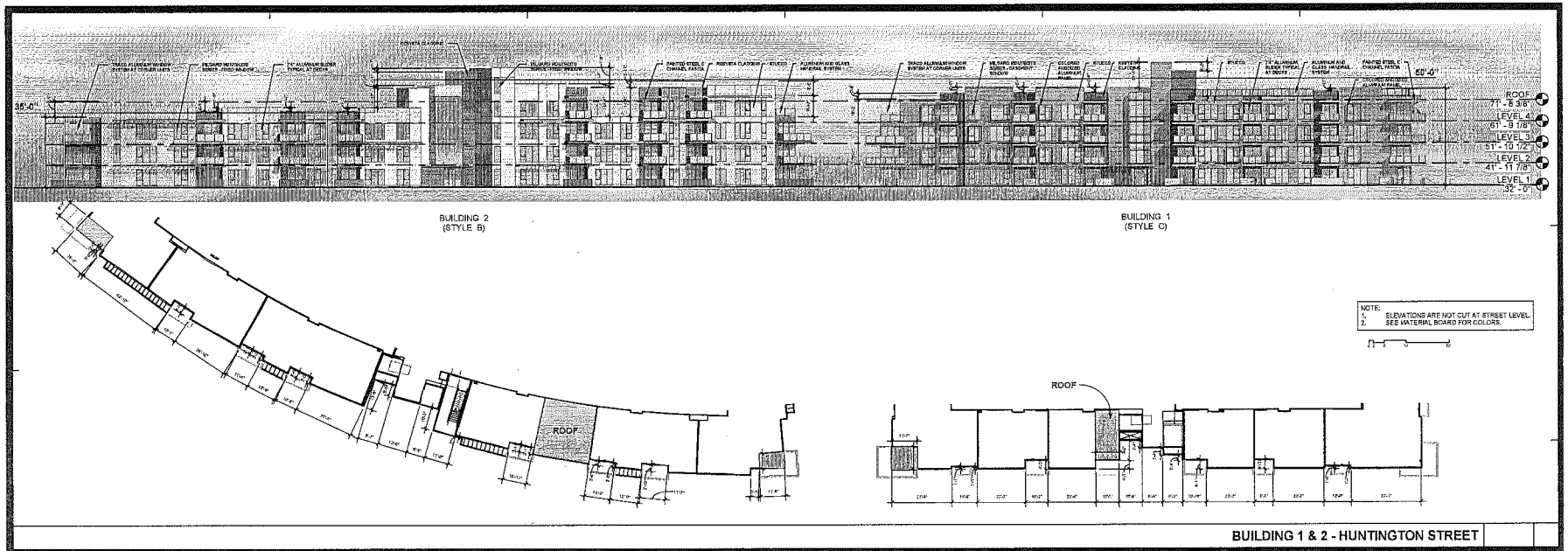
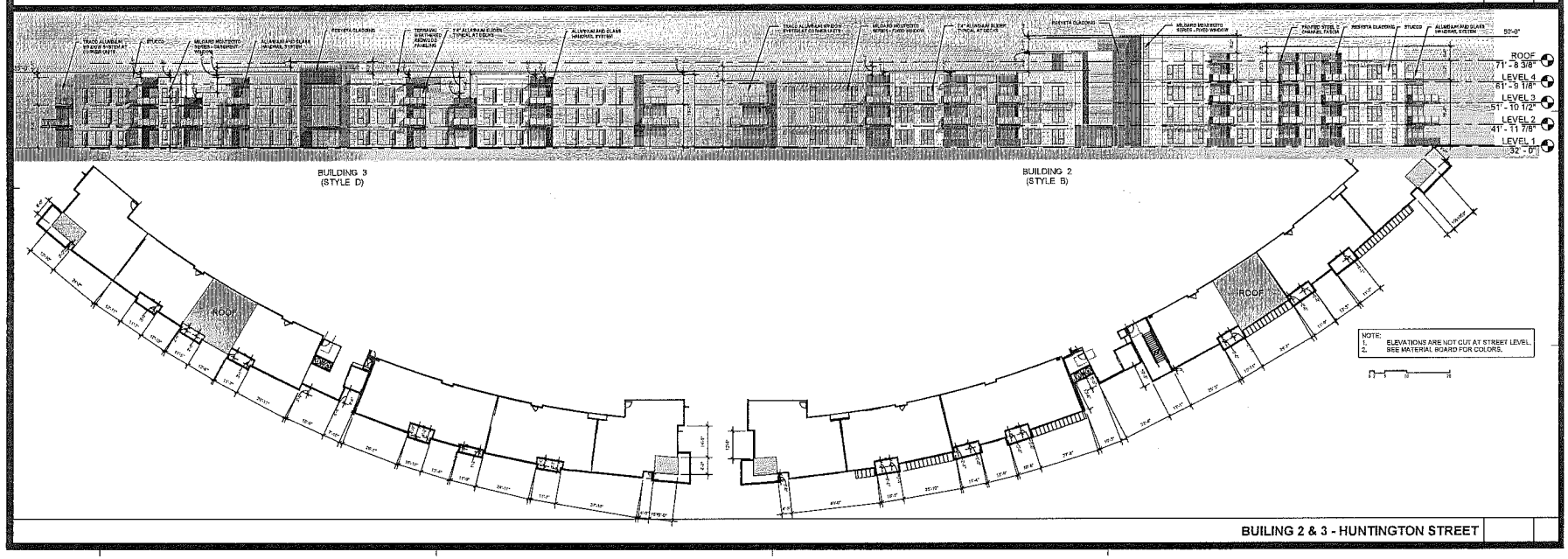


BUILDING 1 & 2 - HUNTINGTON STREET



BUILING 2 & 3 - HUNTINGTON STREET

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PACIFIC CITY APARTMENTS

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SHEET TITLE

FACADE VARIATIONS & MATERIALS

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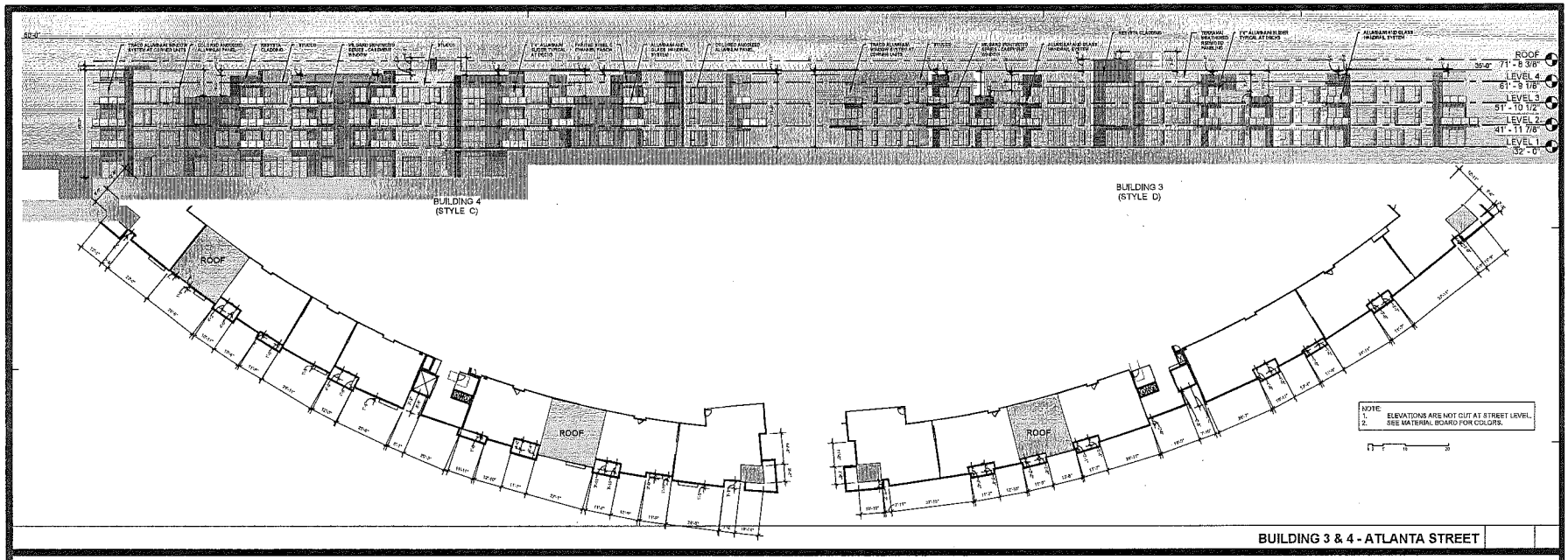
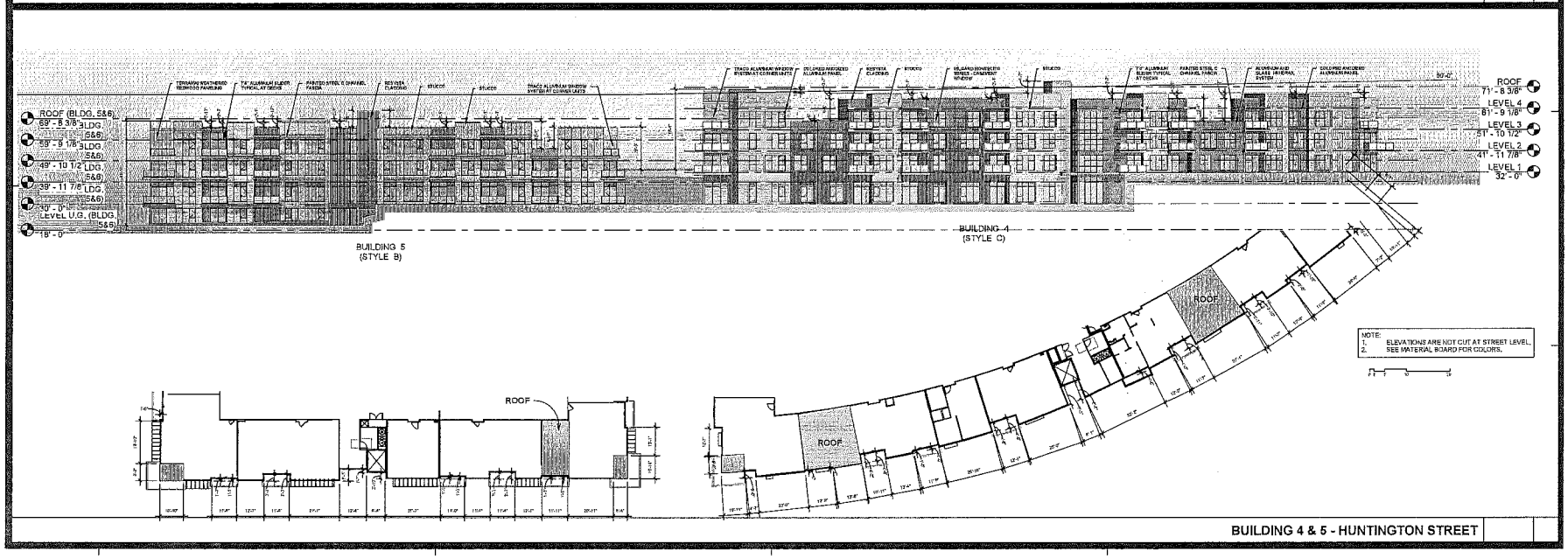


BUILDING 3 & 4 - ATLANTA STREET



BUILDING 4 & 5 - HUNTINGTON STREET

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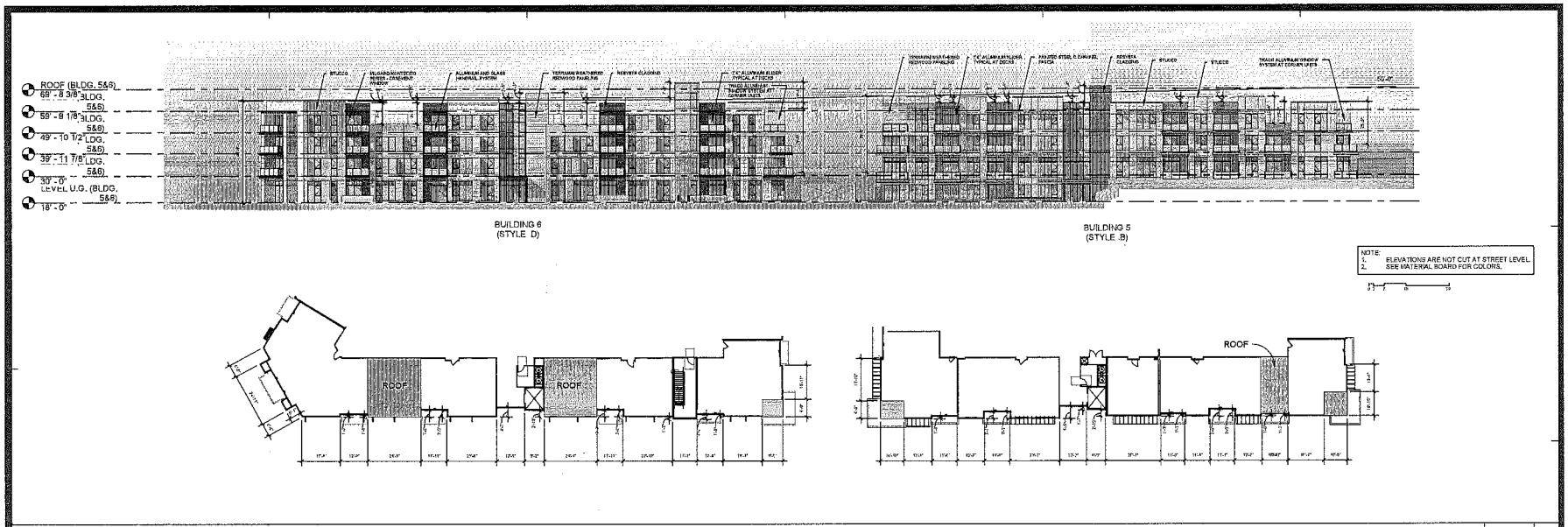
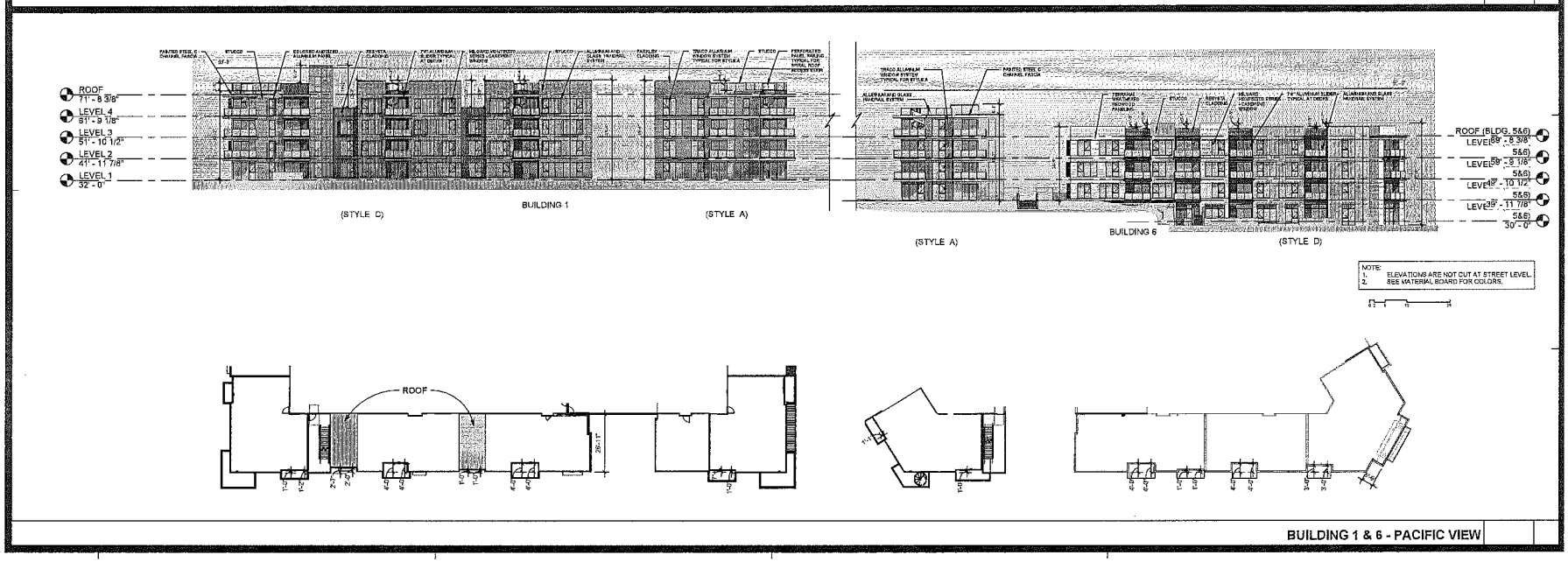


BUILING 5 & 6 - HUNTINGTON STREET



BUILDING 1 & 6 - PACIFIC VIEW

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PACIFIC CITY APARTMENTS

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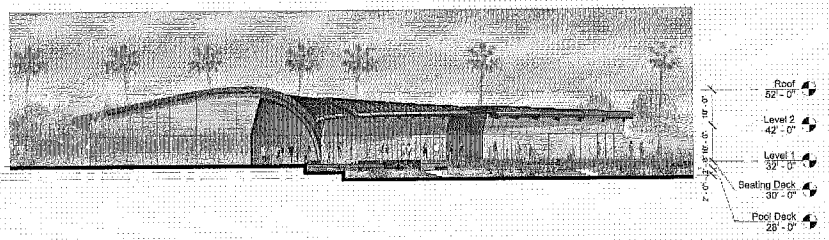
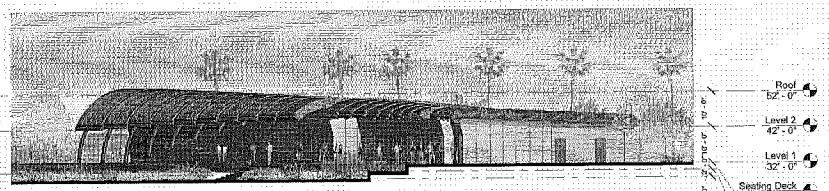
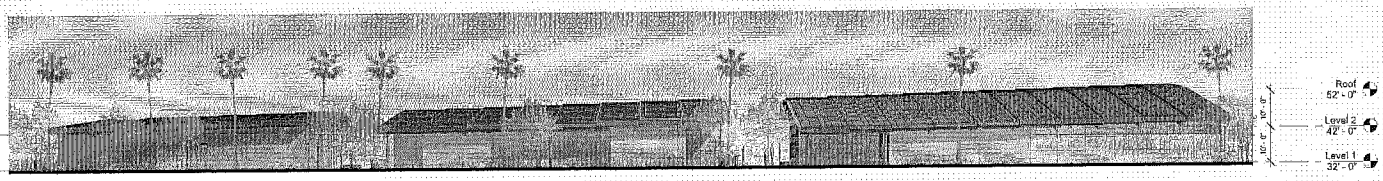


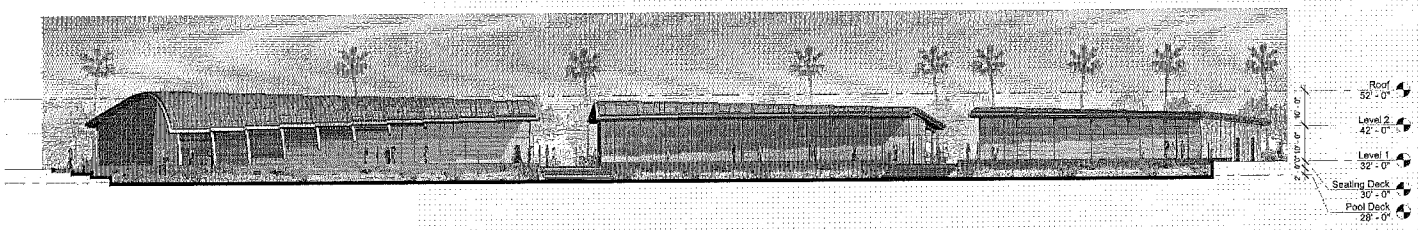
EAST ELEVATION 1/16" = 1'-0" 4



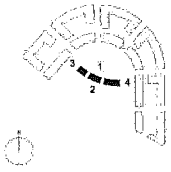
WEST ELEVATION 1/16" = 1'-0" 3



SOUTH ELEVATION 1/16" = 1'-0" 2



NORTH ELEVATION 1/16" = 1'-0" 1



KEY MAP

680 IRVINE AVENUE, 2ND FLR., NEWPORT BEACH, CA 92663
TELEPHONE: (949) 650-9661 FAX: (949) 650-3968

PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

AMENITY BUILDING ELEVATIONS

SHEET NUMBER

A-3.10

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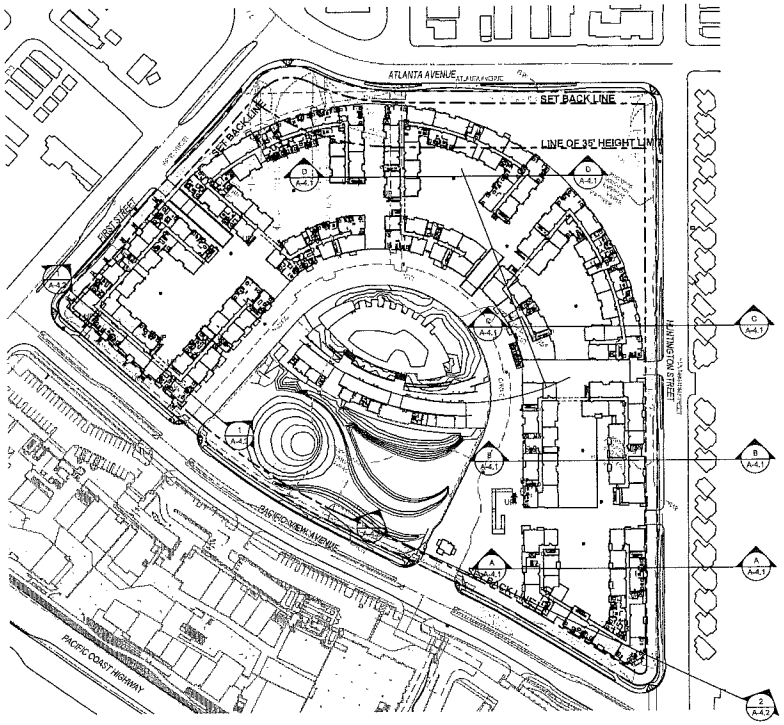
ATTACHMENT NO. 2-39

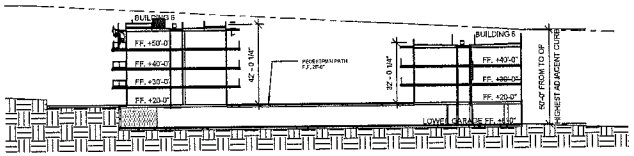


NOTES:

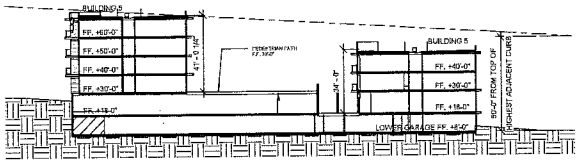
1) 42" MAX. HEIGHT OF SUBTERRANEAN LEVEL AT ANY LOCATION ALONG HUNTINGTON STREEET AS MEASURED FROM GRADE PER DTSP SEC 3.2.11 FIG 3-7

2) ALL BUILDING HEIGHTS ARE MEASURED FROM THE EXISTING TOP OF CURB

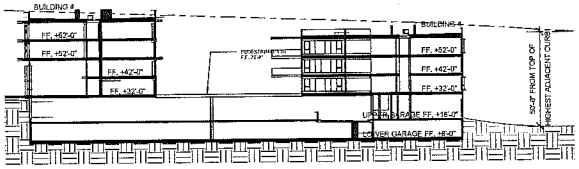
SECTION KEY



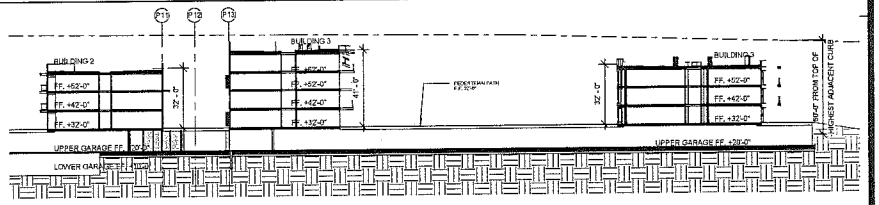
SECTION A-A 1" = 30'-0" A



SECTION B-B 1" = 30'-0" B



SECTION C-C 1" = 30'-0" C



SECTION D-D 1" = 30'-0" D

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PACIFIC CITY APARTMENTS

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SHEET NUMBER

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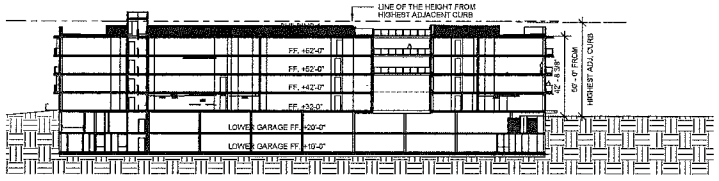
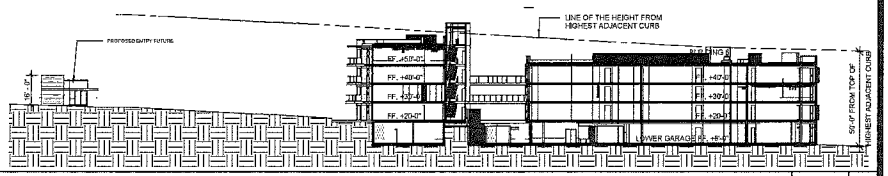


SECTION G-G-2 | 1" = 30'-0" | 2



SECTION G-G | 1" = 30'-0" | 1

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ATTACHMENT NO. 2.41

Room Schedule - Units/Style A

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT A1	STUDIO	653 SF	19	12403 SF	10	19
UNIT A2	STUDIO	676 SF	4	2703 SF	2	4
UNIT A3	STUDIO	686 SF	6	4118 SF	3	6
UNIT C1	1 BD/1 BA	846 SF	26	22174 SF	13	26
UNIT C2	1 BD/1 BA	917 SF	5	4584 SF	3	5
UNIT C3	1 BD/1 BA	987 SF	4	4174 SF	2	4
UNIT C8	1 BD/1 BA	941 SF	20	18914 SF	10	20
UNIT C9	1 BD/1 BA	919 SF	4	3678 SF	2	4
UNIT D1	1 BD/1 BA	864 SF	4	3457 SF	2	4
UNIT D2	1 BD/1 BA	899 SF	4	3597 SF	2	4
UNIT D5	1 BD/1 BA	997 SF	3	2991 SF	2	3
UNIT E1	2 BD/2 BA	1256 SF	4	5027 SF	2	8
UNIT E2	2 BD/2 BA	1146 SF	4	4582 SF	2	8
UNIT G1	2 BD/2 BA	1241 SF	18	22413 SF	9	36

Room Schedule - Units/Style A

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT H1	2 BD/2 BA	1286 SF	11	14084 SF	6	22
UNIT H8	2 BD/2 BA	1246 SF	4	4983 SF	2	8
UNIT H9	2 BD/2 BA	1299 SF	4	5197 SF	2	8
UNIT J1	2 BD/2 BA	1430 SF	4	5720 SF	2	8
UNIT J2	2 BD/2 BA	1513 SF	4	6054 SF	2	8
UNIT J3	2 BD/2 BA	1437 SF	4	5747 SF	2	8
UNIT J4	2 BD/2 BA	1314 SF	2	2628 SF	1	4
UNIT J5	2 BD/2 BA	1457 SF	4	5829 SF	2	8
UNIT J6	2 BD/2 BA	1383 SF	4	5533 SF	2	8
UNIT J7	2 BD/2 BA	1350 SF	3	4050 SF	2	6
UNIT J8	2 BD/2 BA	1137 SF	1	1154 SF	1	2
UNIT K3	3 BD/2.5 BA	1495 SF	4	5980 SF	2	10
UNIT K6	3 BD/2.5 BA	1643 SF	8	13148 SF	4	20
Grand total: 182				184880 SF	81	271

Room Schedule - Units/Style B

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT A1	STUDIO	653 SF	9	5871 SF	3	6
UNIT C1	1 BD/1 BA	846 SF	4	3385 SF	2	4
UNIT C6	1 BD/1 BA	943 SF	1	935 SF	1	1
UNIT C11	1 BD/1 BA	879 SF	4	3516 SF	2	4
UNIT F1	1 BD/1 BA+D	906 SF	2	1820 SF	1	2
UNIT F2	1 BD/1 BA+D	1019 SF	4	4073 SF	2	4
UNIT F3	1 BD/1 BA+D	1103 SF	3	3311 SF	2	3
UNIT G1	2 BD/2 BA	1241 SF	25	30984 SF	13	50

Room Schedule - Units/Style B

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT G2	2 BD/2 BA	1227 SF	4	4910 SF	2	8
UNIT G3	2 BD/2 BA	1244 SF	7	8686 SF	4	14
UNIT G5	2 BD/2 BA	1271 SF	7	8892 SF	4	14
UNIT H1	2 BD/2 BA	1286 SF	4	5198 SF	2	8
UNIT H2	2 BD/2 BA	1281 SF	4	5127 SF	2	8
UNIT H3	2 BD/2 BA	1350 SF	3	4049 SF	2	6
UNIT K1	3 BD/2.5 BA	1575 SF	4	6237 SF	2	10
UNIT K6	3 BD/2.5 BA	1612 SF	3	4835 SF	2	8
UNIT K7	3 BD/2.5 BA	1612 SF	7	11335 SF	4	16
Grand total: 91				110832 SF	46	186

Room Schedule - Units/Style C

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT A4	STUDIO	671 SF	3	2013 SF	2	3
UNIT A5	STUDIO	643 SF	3	1931 SF	2	3
UNIT C1	1 BD/1 BA	846 SF	20	16914 SF	10	20
UNIT C2	1 BD/1 BA	917 SF	2	1831 SF	1	2
UNIT C6	1 BD/1 BA	943 SF	1	935 SF	1	1
UNIT C10	1 BD/1 BA	944 SF	3	2834 SF	2	3
UNIT F1	1 BD/1 BA+D	906 SF	8	7234 SF	4	8
UNIT F6	1 BD/1 BA+D	1043 SF	3	3130 SF	2	3
UNIT F7	1 BD/1 BA+D	1078 SF	4	4312 SF	2	4
UNIT F8	1 BD/1 BA	967 SF	3	2901 SF	2	3
UNIT G1	2 BD/2 BA	1241 SF	18	22270 SF	9	36

Room Schedule - Units/Style C

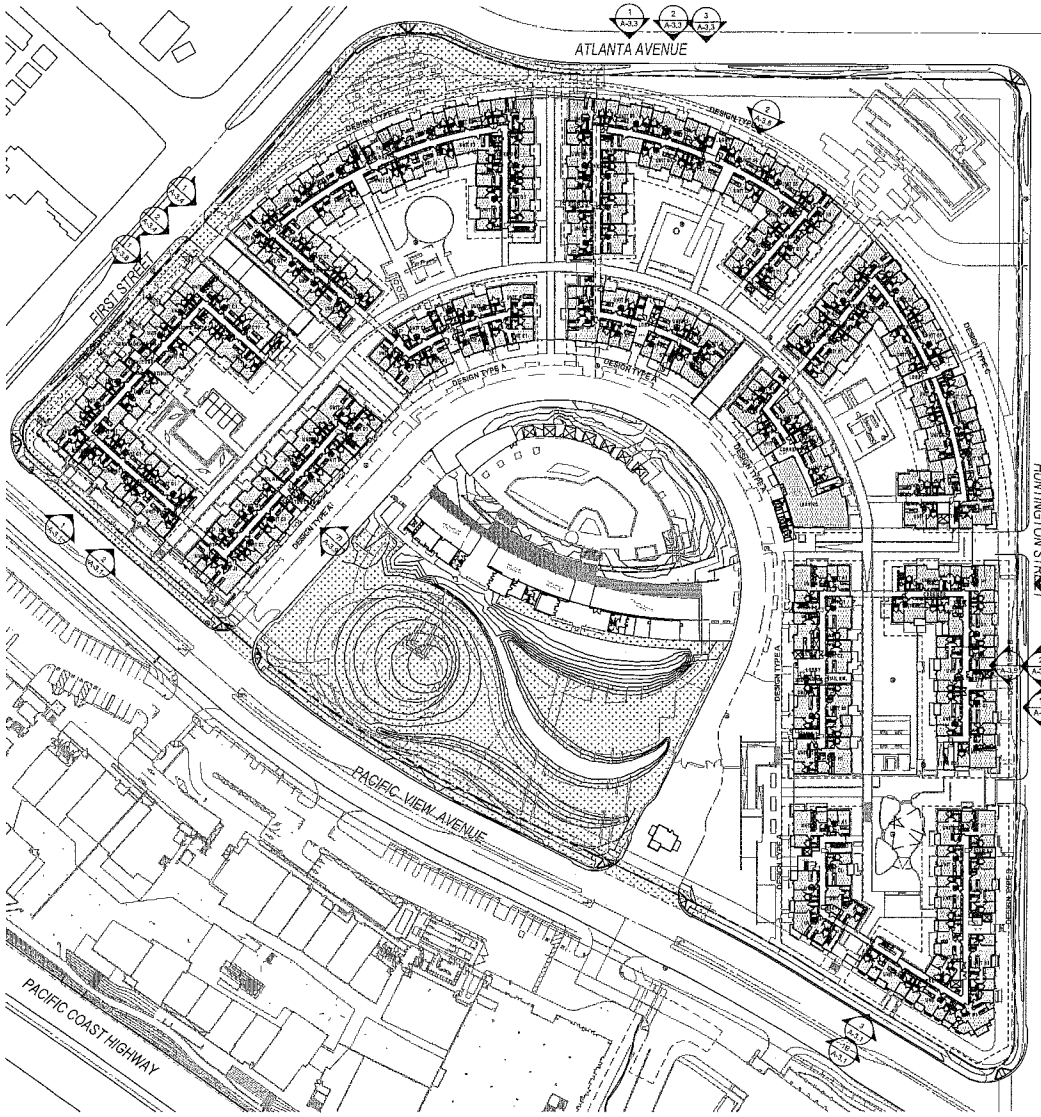
Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT G3	2 BD/2 BA	1294 SF	8	10294 SF	4	16
UNIT G5	2 BD/2 BA	1271 SF	6	7570 SF	3	12
UNIT G6	2 BD/2 BA	1217 SF	4	4867 SF	2	8
UNIT H1	2 BD/2 BA	1286 SF	4	5198 SF	2	8
UNIT H6	2 BD/2 BA	1333 SF	3	3999 SF	2	6
UNIT H7	2 BD/2 BA	1260 SF	3	3782 SF	2	6
UNIT J1	2 BD/2 BA	1430 SF	4	5724 SF	2	8
UNIT K1	3 BD/2.5 BA	1575 SF	12	18900 SF	6	30
UNIT K4	3 BD/2.5 BA	1566 SF	4	6229 SF	2	10
UNIT K7	3 BD/2.5 BA	1612 SF	3	4777 SF	2	8
Grand total: 119				137965 SF	60	198

Room Schedule - Units/Style D

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT A1	STUDIO	653 SF	3	1972 SF	2	3
UNIT C1	1 BD/1 BA	846 SF	16	13517 SF	8	16
UNIT C8	1 BD/1 BA	943 SF	3	2844 SF	2	3
UNIT C7	1 BD/1 BA	962 SF	1	962 SF	1	1
UNIT D2	1 BD/1 BA	899 SF	2	1798 SF	1	2
UNIT F4	1 BD/1 BA+D	979 SF	3	2937 SF	2	3
UNIT F5	1 BD/1 BA+D	1006 SF	3	3018 SF	2	3
UNIT G1	2 BD/2 BA	1241 SF	14	17368 SF	7	28
UNIT G9	2 BD/2 BA	1264 SF	3	3867 SF	2	6
UNIT G4	2 BD/2 BA	1301 SF	2	2602 SF	1	4
UNIT G5	2 BD/2 BA	1271 SF	9	11531 SF	5	18

Room Schedule - Units/Style D

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT H1	2 BD/2 BA	1286 SF	2	2565 SF	1	4
UNIT H4	2 BD/2 BA	1259 SF	3	3776 SF	2	6
UNIT H5	2 BD/2 BA	1243 SF	3	3729 SF	2	6
UNIT K1	3 BD/2.5 BA	1575 SF	4	6324 SF	2	10
UNIT K2	3 BD/2.5 BA	1574 SF	2	3147 SF	1	5
UNIT K5	3 BD/2.5 BA	1712 SF	3	5137 SF	2	8
UNIT K7	3 BD/2.5 BA	1612 SF	3	4847 SF	2	8
UNIT L1	3 BD/2.5 BA	1747 SF	2	3481 SF	1	5
UNIT M1	3 BD/2.5 BA	1746 SF	2	3520 SF	1	5
Grand total: 53				94951 SF	42	143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HUNTINGTON STREET
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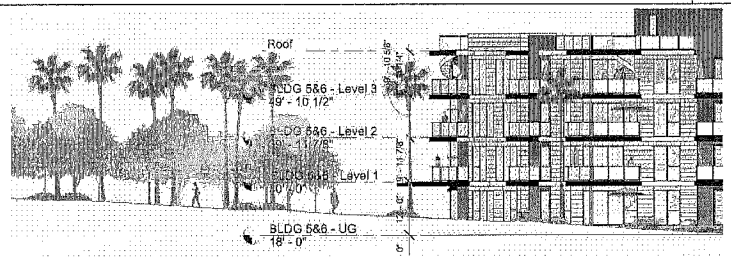
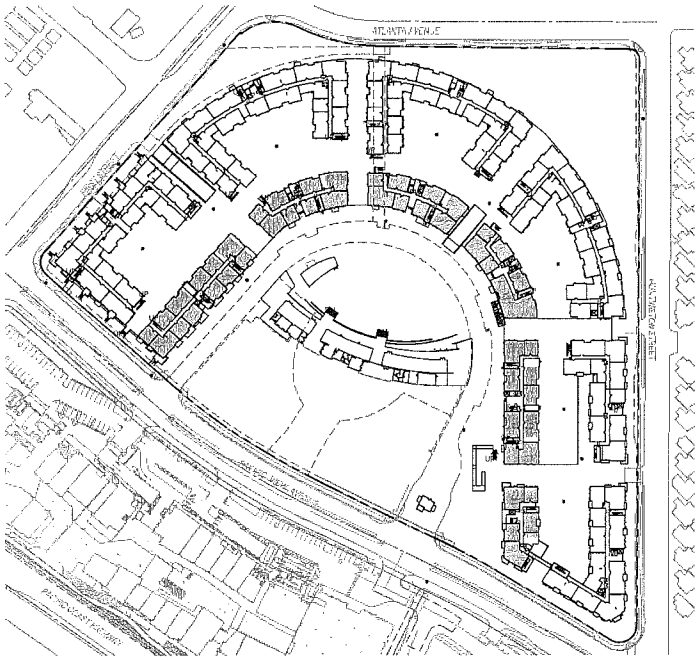
Room Schedule - Units/Style A						
Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT A1	STUDIO	653 SF	19	12403 SF	10	19
UNIT A2	STUDIO	678 SF	4	2703 SF	2	4
UNIT A3	STUDIO	686 SF	6	4118 SF	3	6
UNIT C1	1 BD/1 BA	848 SF	26	22174 SF	13	26
UNIT C2	1 BD/1 BA	917 SF	5	4584 SF	3	5
UNIT C3	1 BD/1 BA	687 SF	4	4174 SF	2	4
UNIT C8	1 BD/1 BA	941 SF	20	18914 SF	10	20
UNIT C9	1 BD/1 BA	919 SF	4	3676 SF	2	4
UNIT D1	1 BD/1 BA	864 SF	4	3457 SF	2	4
UNIT D2	1 BD/1 BA	899 SF	4	3597 SF	2	4
UNIT D3	1 BD/1 BA	987 SF	3	2961 SF	2	3
UNIT E1	2 BD/2 BA	1256 SF	4	5027 SF	2	8
UNIT E2	2 BD/2 BA	1148 SF	4	4592 SF	2	8
UNIT G1	2 BD/2 BA	1241 SF	18	22413 SF	9	36

Room Schedule - Units/Style A						
Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT H1	2 BD/2 BA	1286 SF	11	14654 SF	6	22
UNIT H8	2 BD/2 BA	1246 SF	4	4983 SF	2	8
UNIT H9	2 BD/2 BA	1299 SF	4	5197 SF	2	8
UNIT J1	2 BD/2 BA	1430 SF	4	5720 SF	2	8
UNIT J2	2 BD/2 BA	1513 SF	4	6054 SF	2	8
UNIT J3	2 BD/2 BA	1437 SF	4	5747 SF	2	8
UNIT J4	2 BD/2 BA	1314 SF	2	2628 SF	1	4
UNIT J6	2 BD/2 BA	1457 SF	4	5829 SF	2	8
UNIT J6	2 BD/2 BA	1383 SF	4	5533 SF	2	8
UNIT J7	2 BD/2 BA	1350 SF	3	4050 SF	2	6
UNIT J8	2 BD/2 BA	1137 SF	1	1154 SF	1	2
UNIT K3	3 BD/2.5 BA	1495 SF	4	5980 SF	2	10
UNIT K6	3 BD/2.5 BA	1643 SF	8	13143 SF	4	20
Grand total: 182				194850 SF	91	271

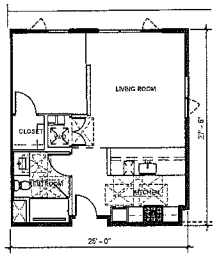
REQUIRED PARKING RATIO:

	RESIDENTIAL:	GUEST
STUDIO	1	0.5
1 BEDROOM	+ 1	0.5
2 BEDROOM	+ 2	0.5
3 BEDROOM	+ 2.5	0.5

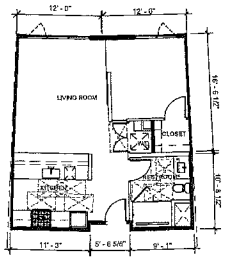




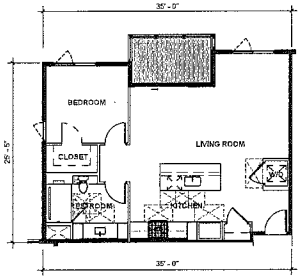
KEY PLAN - TYPE A | 1" = 100'-0" | 4



TYPICAL STUDIO UNIT - A2 | 1/8" = 1'-0" | 3



TYPICAL CURVED STUDIO UNIT - A3 | 1/8" = 1'-0" | 2



TYPICAL 1 BEDROOM UNIT AT END - D1 | 1/8" = 1'-0" | 1

580 IRVINE AVENUE, 2ND FLR., NEWPORT BEACH, CA 92663
TELEPHONE: (949) 650-5881 | FAX: (949) 650-3966

PACIFIC CITY APARTMENTS

PACIFIC / IRVINE AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

UNIT TYPES

SHEET NUMBER

A-5.1

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ATTACHMENT NO. 2.43

REQUIRED PARKING RATIO:

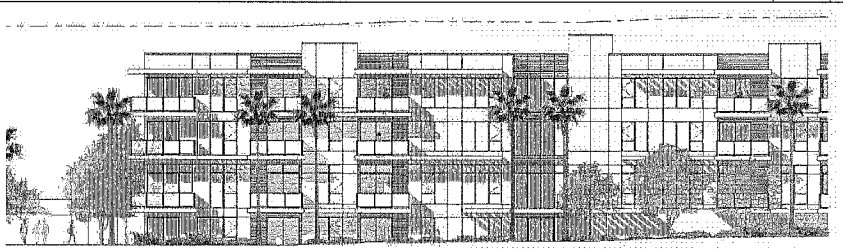
	RESIDENTIAL	GUEST
STUDIO	= 1	0.5
1 BEDROOM	= 1	0.5
2 BEDROOM	= 2	0.5
3 BEDROOM	= 2.5	0.5

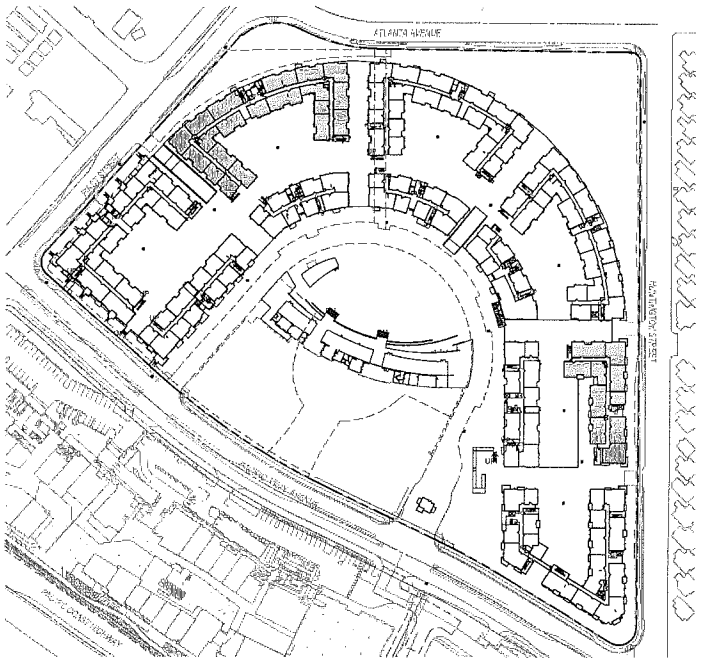
Room Schedule - Units/Style B

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT A1	STUDIO	653 SF	5	3271 SF	3	5
UNIT C1	1 BD/1 BA	848 SF	4	3359 SF	2	4
UNIT C8	1 BD/1 BA	843 SF	1	938 SF	1	1
UNIT C11	1 BD/1 BA	879 SF	4	3516 SF	2	4
UNIT F1	1 BD/1 BA+D	806 SF	2	1620 SF	1	2
UNIT F2	1 BD/1 BA+D	1016 SF	4	4073 SF	2	4
UNIT F3	1 BD/1 BA+D	1103 SF	3	3311 SF	2	3
UNIT G1	2 BD/2 BA	1241 SF	26	30984 SF	13	50

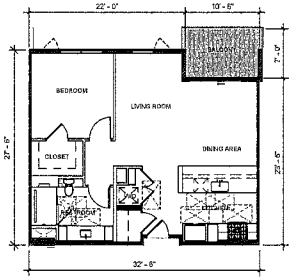
Room Schedule - Units/Style B

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT G2	2 BD/2 BA	1227 SF	4	4910 SF	2	8
UNIT G3	2 BD/2 BA	1284 SF	7	8986 SF	4	14
UNIT G5	2 BD/2 BA	1271 SF	7	8872 SF	4	14
UNIT H1	2 BD/2 BA	1286 SF	4	5196 SF	2	8
UNIT H2	2 BD/2 BA	1281 SF	4	5127 SF	2	8
UNIT H3	2 BD/2 BA	1350 SF	3	4046 SF	2	6
UNIT K1	3 BD/2.5 BA	1679 SF	4	6237 SF	2	10
UNIT K6	3 BD/2.5 BA	1612 SF	3	4835 SF	2	8
UNIT K7	3 BD/2.5 BA	1612 SF	7	11335 SF	4	19
Grand total: 91				110620 SF	46	168

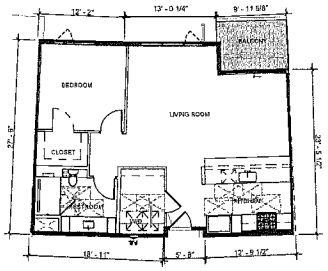




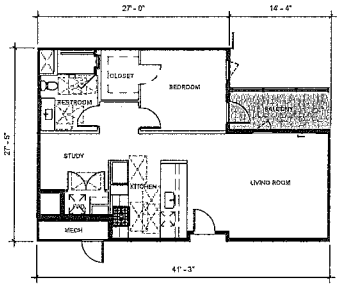
KEY PLAN - TYPE B | 1" = 100'-0" | 4



TYPICAL 1 BEDROOM UNIT - C1 | 1/8" = 1'-0" | 3



TYPICAL CURVED 1 BEDROOM UNIT - C6 | 1/8" = 1'-0" | 2



TYPICAL 1 BEDROOM + STUDY UNIT - F1 | 1/8" = 1'-0" | 1

880 IRVINE AVENUE, 2ND FLR., NEWPORT BEACH, CA 92663
TELEPHONE: (949) 650-9851 FAX: (949) 650-3966

PACIFIC CITY APARTMENTS

PACIFIC HUNTINGTON LAKE, LLC
HUNTINGTON BEACH, CA

SHEET TITLE

UNIT TYPES

SHEET NUMBER

A-5.2

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ATTACHMENT NO. 2.44

REQUIRED PARKING RATIO:	RESIDENTIAL:	GUEST:
STUDIO	= 1	0.5
1 BEDROOM	= 1	0.5
2 BEDROOM	= 2	0.5
3 BEDROOM	= 2.5	0.5

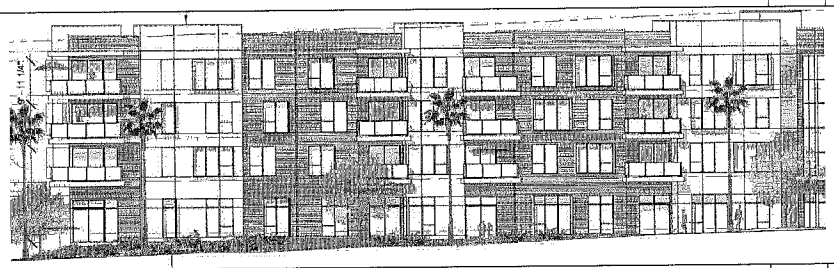
Room Schedule - Units/Style C

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT A4	STUDIO	671 SF	3	2013 SF	2	3
UNIT A5	STUDIO	543 SF	3	1631 SF	2	3
UNIT C1	1 BD/1 BA	848 SF	20	16914 SF	10	20
UNIT C2	1 BD/1 BA	917 SF	2	1831 SF	1	2
UNIT C6	1 BD/1 BA	943 SF	1	935 SF	1	1
UNIT C10	1 BD/1 BA	944 SF	3	2834 SF	2	3
UNIT F1	1 BD/1 BA+D	906 SF	4	3224 SF	4	8
UNIT F6	1 BD/1 BA+D	1043 SF	3	3130 SF	2	3
UNIT F7	1 BD/1 BA+D	1078 SF	4	4312 SF	2	4
UNIT F8	1 BD/1 BA	967 SF	3	2901 SF	2	3
UNIT G1	2 BD/2 BA	1251 SF	18	22270 SF	9	36

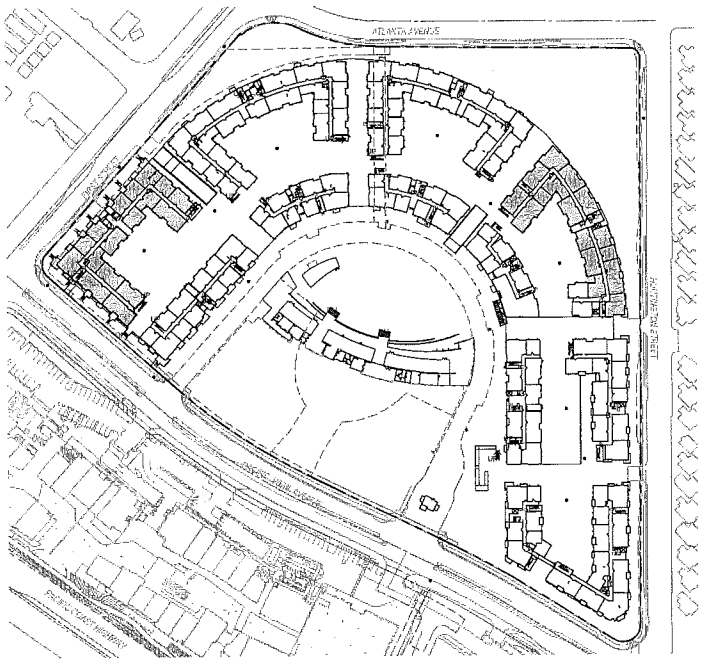
Room Schedule - Units/Style C

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT G3	2 BD/2 BA	1284 SF	8	10254 SF	4	16
UNIT G5	2 BD/2 BA	1271 SF	6	7579 SF	3	12
UNIT G6	2 BD/2 BA	1217 SF	4	4867 SF	2	8
UNIT H1	2 BD/2 BA	1285 SF	4	5116 SF	2	8
UNIT H6	2 BD/2 BA	1333 SF	3	3999 SF	2	6
UNIT H7	2 BD/2 BA	1260 SF	3	3782 SF	2	6
UNIT J1	2 BD/2 BA	1430 SF	4	5726 SF	2	8
UNIT K1	3 BD/2.5 BA	1575 SF	12	18950 SF	6	30
UNIT K4	3 BD/2.5 BA	1556 SF	4	6226 SF	2	10
UNIT K7	3 BD/2.5 BA	1612 SF	3	4772 SF	2	8
Grand total: 119				137565 SF	80	196

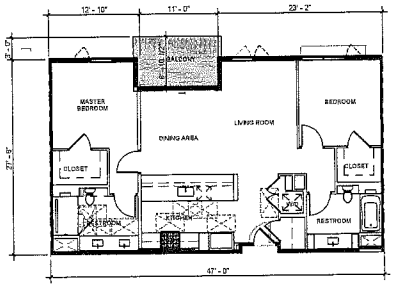
DESIGN TYPE C DATA



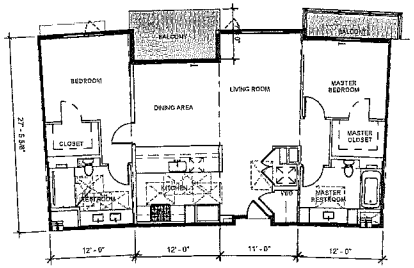
ELEVATION



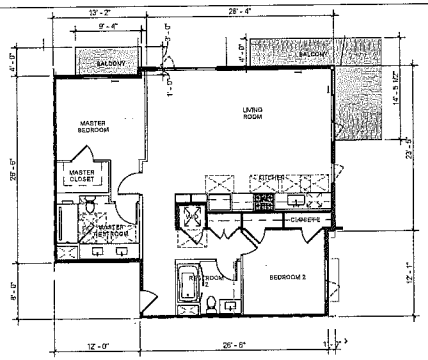
KEY PLAN - TYPE C 1" = 100'-0" 4



TYPICAL 2 BEDROOM UNIT - G1 1/8" = 1'-0" 3



TYPICAL CURVED 2 BEDROOM UNIT - G5 1/8" = 1'-0" 2



TYPICAL 2 BEDROOM UNIT AT CORNER - H1 1/8" = 1'-0" 1

EDK

880 IRVINE AVENUE, 2ND FLR., NEWPORT BEACH, CA 92663
TELEPHONE: (949) 650-9861 FAX: (949) 650-9868

PACIFIC CITY APARTMENTS

PACIFIC VISTA AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA.

SHEET TITLE

UNIT TYPES

SHEET NUMBER

A-5.3

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ATTACHMENT NO. 2.45

REQUIRED PARKING RATIO:	RESIDENTIAL	GUEST
STUDIO	= 1	0.5
1 BEDROOM	= 1	0.5
2 BEDROOM	= 2	0.5
3 BEDROOM	= 2.5	0.5

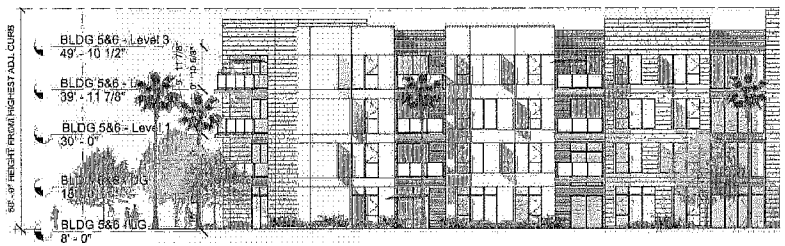
Room Schedule - Units/Style D

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT A1	STUDIO	653 SF	3	1972 SF	2	3
UNIT C1	1 BD/1 BA	848 SF	16	13517 SF	8	16
UNIT C9	1 BD/1 BA	943 SF	3	2844 SF	2	3
UNIT C7	1 BD/1 BA	862 SF	1	862 SF	1	1
UNIT D2	1 BD/1 BA	899 SF	2	1798 SF	1	2
UNIT F4	1 BD/1 BA+D	979 SF	3	2937 SF	2	3
UNIT F5	1 BD/1 BA+D	1006 SF	3	3018 SF	2	3
UNIT G1	2 BD/2 BA	1241 SF	14	17369 SF	7	28
UNIT G3	2 BD/2 BA	1284 SF	3	3867 SF	2	6
UNIT G4	2 BD/2 BA	1391 SF	2	2782 SF	1	4
UNIT G5	2 BD/2 BA	1271 SF	9	11451 SF	5	18

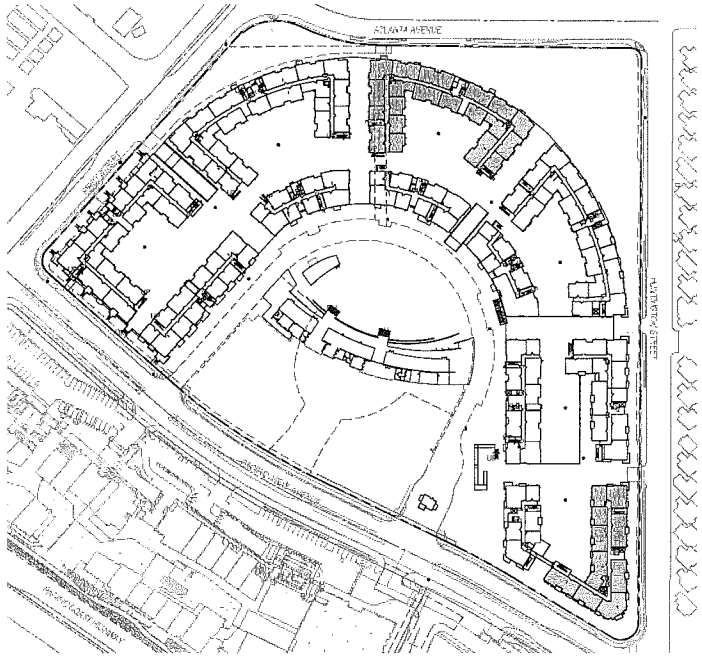
Room Schedule - Units/Style D

Name	Comments	Average Net Area	Count	Net Area	Parking (Guest)	Parking (Residence)
UNIT H1	2 BD/2 BA	1266 SF	2	2585 SF	1	4
UNIT H4	2 BD/2 BA	1259 SF	3	3779 SF	2	6
UNIT H5	2 BD/2 BA	1243 SF	3	3729 SF	2	6
UNIT K1	3 BD/2.5 BA	1576 SF	4	6324 SF	2	10
UNIT K2	3 BD/2.5 BA	1574 SF	2	3147 SF	1	5
UNIT K9	3 BD/2.5 BA	1712 SF	3	5137 SF	2	8
UNIT K7	3 BD/2.5 BA	1612 SF	3	4847 SF	2	8
UNIT L1	3 BD/2.5 BA	1747 SF	2	3491 SF	1	5
UNIT M1	3 BD/2.5 BA	1748 SF	2	3520 SF	1	5
Grand total: 63				98951 SF	42	143

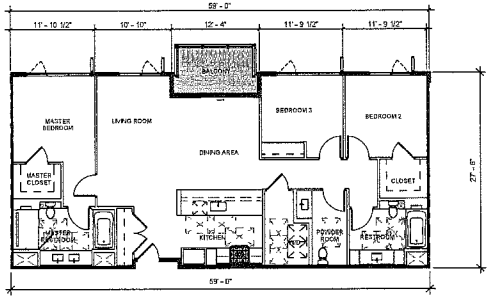
DESIGN TYPE D DATA



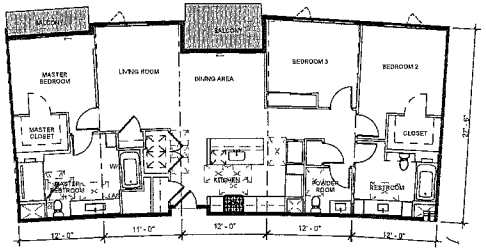
ELEVATION



KEY PLAN - TYPE D | 1" = 100'-0" | 4



TYPICAL 3 BEDROOM UNIT - K1 | 1/8" = 1'-0" | 3



TYPICAL CURVED 3 BEDROOM UNIT - K7 | 1/8" = 1'-0" | 2

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

UNIT TYPES

SHEET NUMBER

A-5.4

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REVISED, 8 OCTOBER 2014

MVE + PARTNERS

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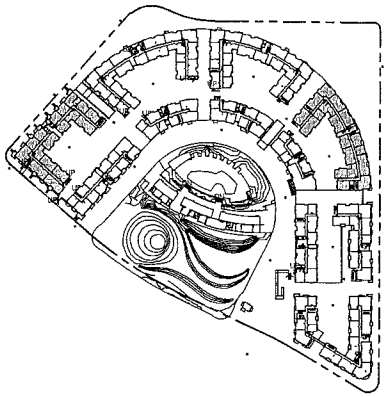
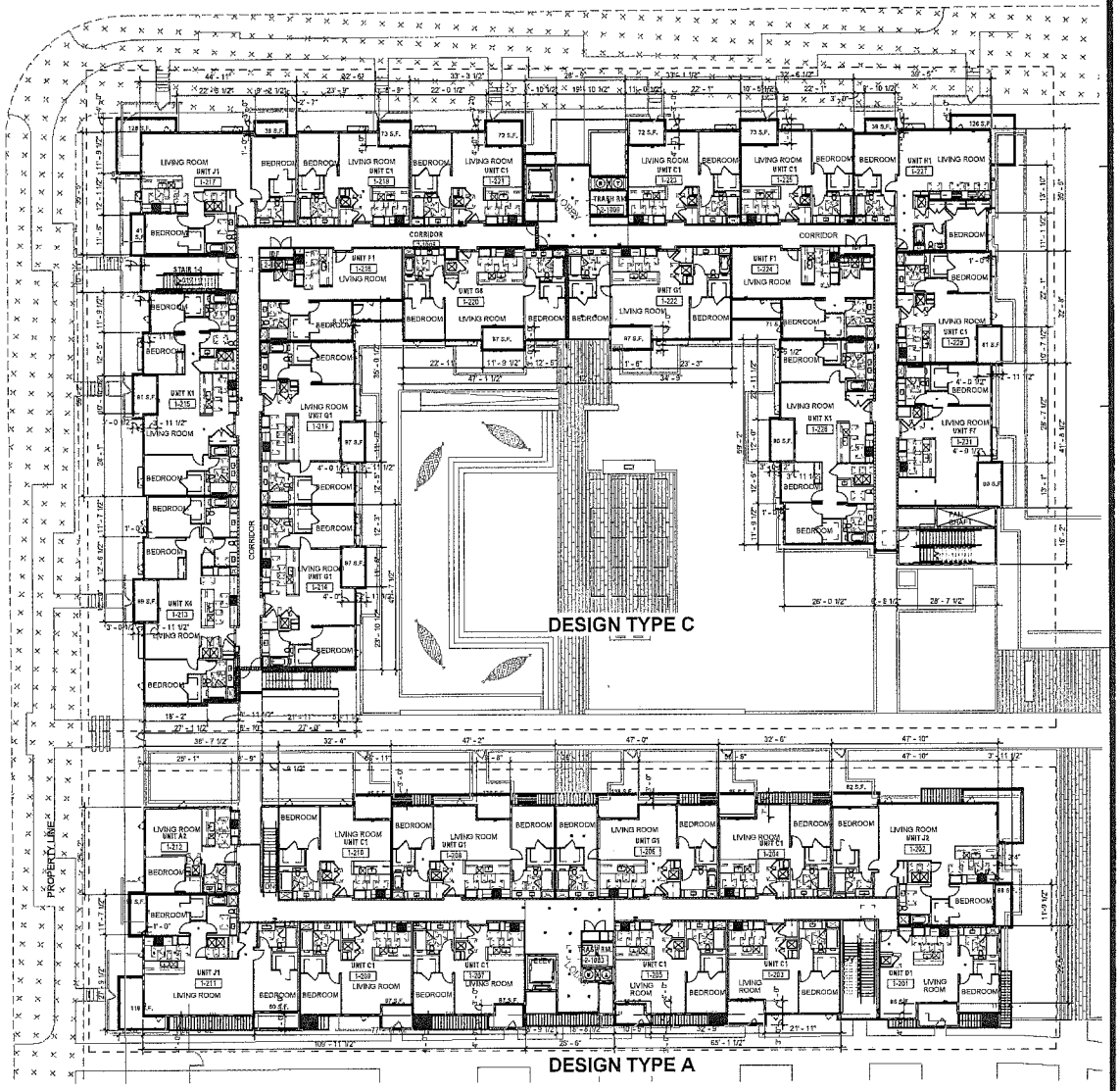
ATTACHMENT NO. 2.46



KEY PLAN - TYPE A + C | 1" = 160'-0" | 2



TYPICAL FLOOR PLAN BUILDING 1 | 1/16" = 1'-0" | 1

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

UNIT G1 330

UNIT C1 328

CORRIDOR 774

SHEET TITLE 327

TYPICAL FLOOR PLAN
BLDG 1

SHEET NUMBER

A-5.5

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ATTACHMENT NO. 2.47

LEGEND

1. Private Pool Area
2. Public Park (2.03 Acres)
3. Synthetic Turf at Dog Park
4. Perimeter Blade/Seat Wall
5. Project Signage
6. Private Courtyard Area
7. EVA / Pedestrian Path
8. Terraced Planting
9. DG & Turf at Public Pocket Park
10. Secure Lobby Entry
11. Leasing Center
12. Streetscape
13. Garage Entry/Exit
14. Service Vehicle Driveway
15. Secure Pedestrian Entry
16. Guard House
17. Vehicular Gate
18. Parallel Parking Along Private Street

LANDSCAPE NOTATIONS

THE LANDSCAPE PALETTE FOR THIS PROJECT SHALL BE DROUGHT-TOLERANT AND APPROPRIATE FOR THE HUNTINGTON BEACH ENVIRONMENT. TURF HAS BEEN LIMITED TO KEY AREAS SUCH AS THE PUBLIC PARKS IN ORDER TO PROVIDE A WATER EFFICIENT DESIGN AND WILL BE PLANTED FROM SOD.

PER HBZSO, CHAPTER 232.06, 75% OF ALL SHRUBS SHALL BE A MINIMUM 5-GALLON. GROUNDCOVER SHALL BE PLANTED FROM CUTTINGS OR CONTAINER STOCK.

IRRIGATION WILL UTILIZE THE MOST RECENT TECHNOLOGY AND CONSIST OF HYDROZONES BASED ON PLANT TYPE, DRIP AND LOW FLOW SPRAY HEADS, WITH AUTOMATIC CONTROLLERS AND ENVIRONMENT SENSING DEVICES. IRRIGATION SYSTEMS SHALL BE PER REQUIREMENTS OF CHAPTER 14.52 AND THE ARBORICULTURAL STANDARDS AND SPECIFICATIONS ON FILE AT DPW.

LANDSCAPE CALCULATIONS

HBZSO CHAPTER 232 REQUIREMENTS
LINEAL FOOTAGE OF STREET FRONTAGE - 2,913 LF
36" BOX TREES REQUIRED (1 PER 45 LF) - 65
36" BOX TREES PROVIDED - 266 (EXCLUDING PALMS)

SETBACK REQUIREMENTS (133,357 SF)
HARDSCAPE MAXIMUM - 30% OR 40,007SF
HARDSCAPE PROVIDED - 23% OR 31,461 SF
LANDSCAPE MINIMUM - 70% OR 93,350 SF
LANDSCAPE PROVIDED - 76% OR 101,896SF

NUMBER OF GROUND FLOOR UNITS - 140
36" BOX TREES REQUIRED (1 PER) - 140
36" TREES PROVIDED (IN COMMON OPEN SPACES) - 552 (DOES NOT INCLUDE PALMS)

TOTAL LANDSCAPE AREA REQUIRED - 8% OF SITE (750,370 SF) OR 60,030 SF
TOTAL NET LANDSCAPE AREA PROVIDED - 35% OR 262,000 SF (DOES NOT INCLUDE HARDSCAPE)

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HUNTINGTON BEACH, CA

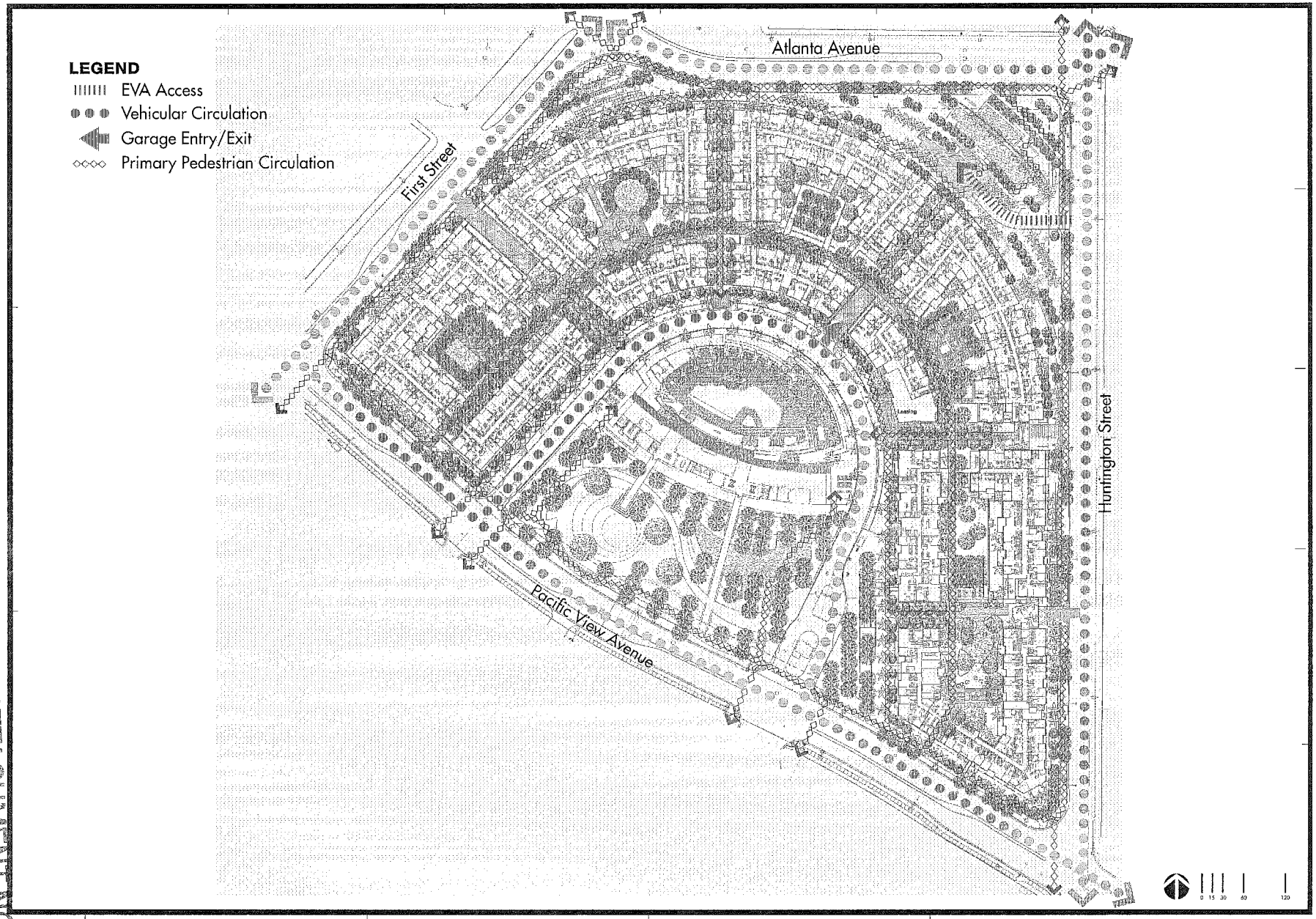
SHEET TITLE
OVERALL LANDSCAPE MASTER PLAN

SHEET NUMBER
LS-1.0

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.48



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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

PEDESTRIAN ACCESS PLAN

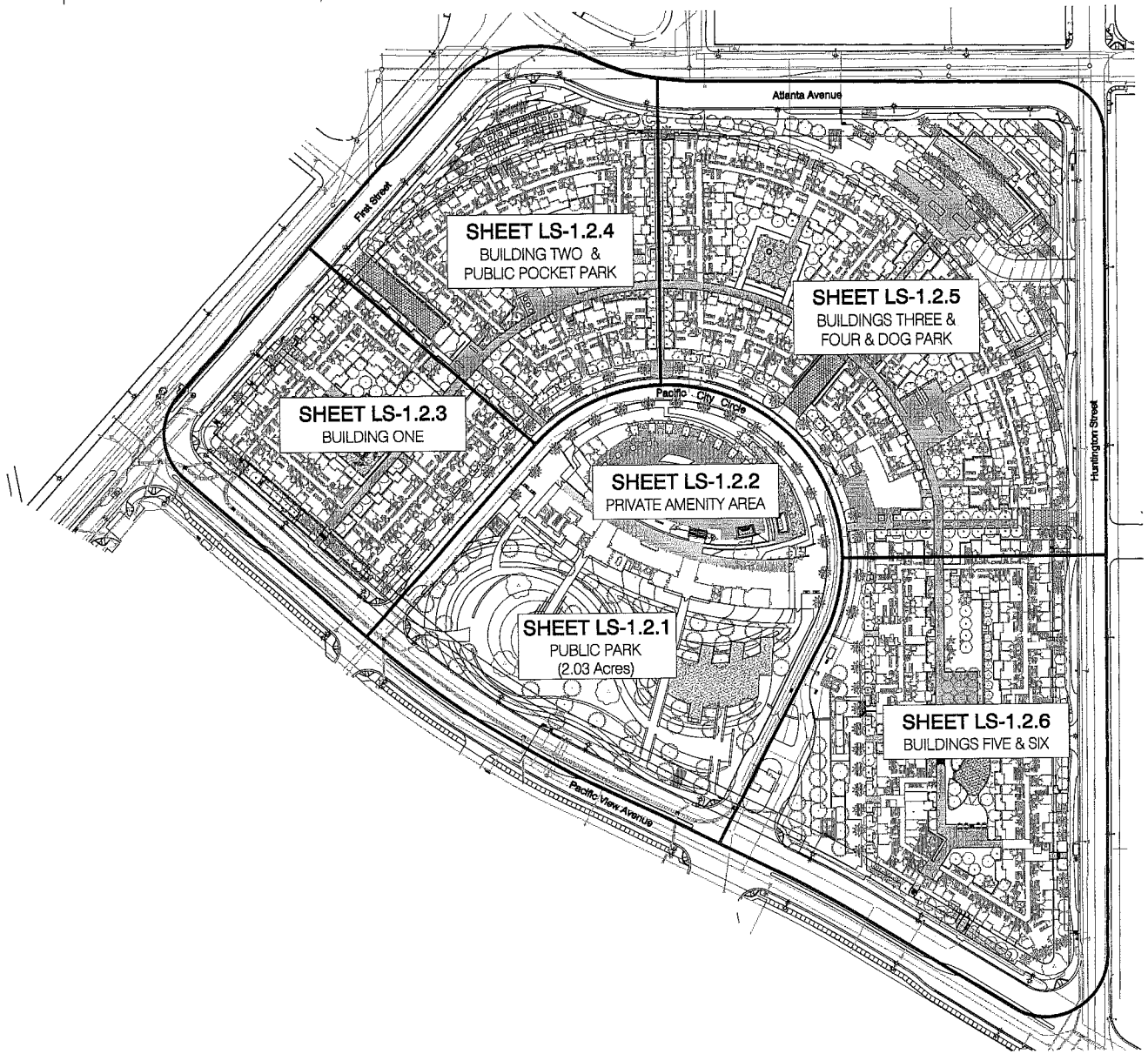
SHEET NUMBER

LS-1.1

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.49



UDK

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

ENLARGEMENT KEY MAP

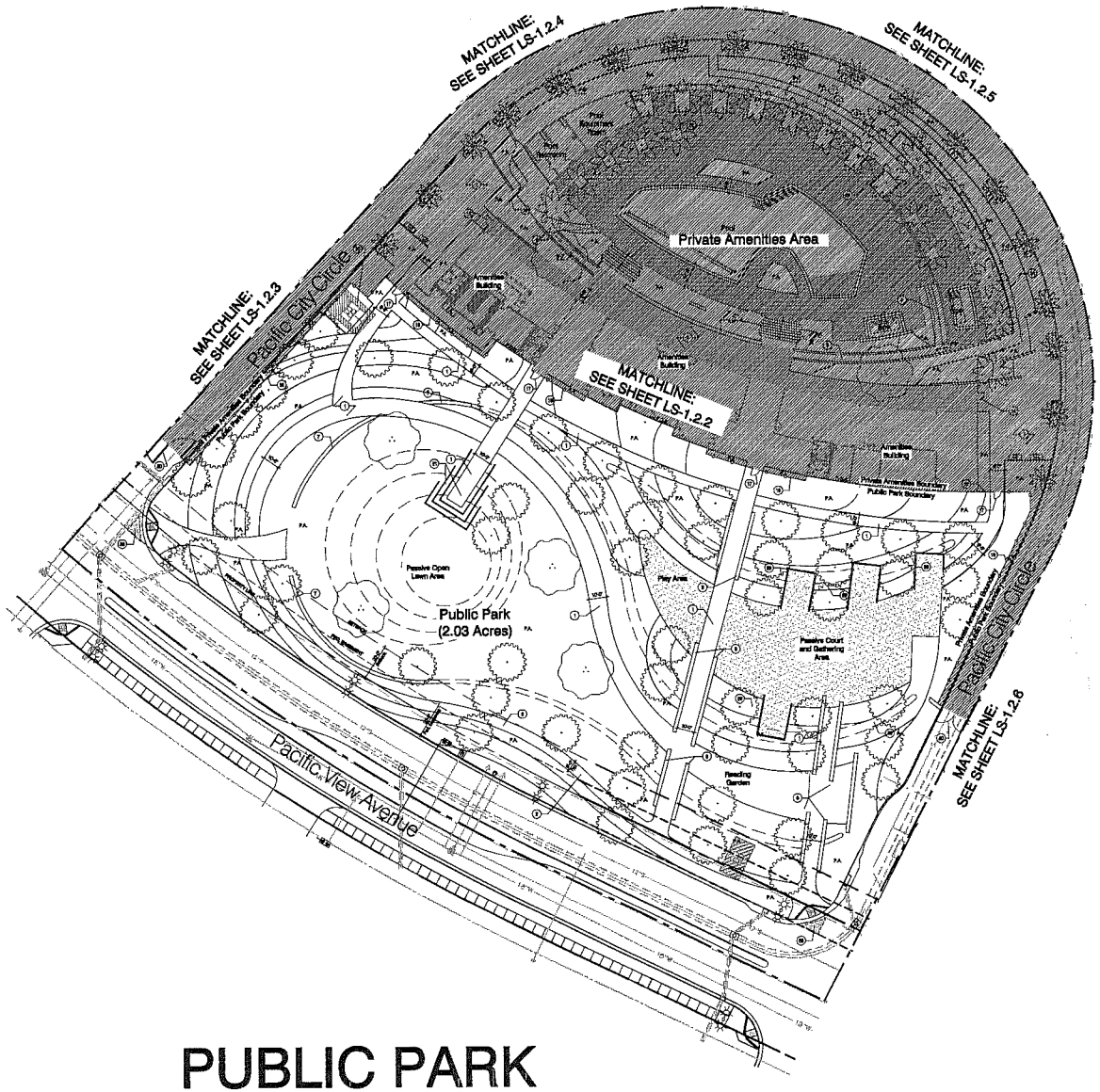
SHEET NUMBER

LS-1.2

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.50



PUBLIC PARK

CONSTRUCTION REFERENCE LEGEND	
ITEM	DESCRIPTION
1	Pedestrian Walk, Typ.
2	Sidewalk, Typ.
3	Patio Paving, Typ.
4	Enhanced Paving, Typ.
5	Accessible Pedestrian Ramp, Typ.
6	Stair with Low Cheek Wall, Typ.
7	Seatwall (24" Max. Height), Typ.
8	Linear Accent Wall (36" Max. Height), Typ.
9	Retaining Wall (42" Max. Height), Typ.
10	CMU Planter Wall on Podium (30" Tall), Typ.
11	Accent Wall On Podium (48" Tall)
12	Patio Accent Wall (42" Max. Height), Typ.
13	Patio Access Gate (42" Max. Height), Typ.
14	Pool Enclosure Fence (60" Height - Per Health Code), Typ.
15	Pool Enclosure Gate (60" Height - Per Health Code)
16	Perimeter Security Fence (60" Max. Height), Typ.
17	Perimeter Security Gate (60" Max. Height)
18	Dog Park Fence (42" Max. Height), Typ.
19	Dog Park Gate (42" Max. Height)
20	Vehicular Gate (72" Max. Height), Typ.
21	Stage with Terraced 18" Tall Retaining Walls
22	Pool Cabana, Typ.
23	Shade Structure (On Podium)
24	Outdoor Barbecue / Cook Station (On Podium)
25	Water Feature (On Podium)
26	Fireplace (On Podium)
27	Fire Pit (On Podium)
28	10 Ft. Triangular Area Measured from Intersecting Driveway (No Walls shall be located within this area.)
29	Accent Retaining Wall (36" Max. Height)
30	Utility Screening - See Sheet LS-1.3

GENERAL

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2. Refer to civil drawings for all grading information.
3. Refer to architecture plans for all information regarding buildings.
4. All accessibility references shall comply to "California Title 24" requirements.

ABBREVIATION LEGEND CONT'D	
SYMBOL	DESCRIPTION
E.O.P.	Edge of Podium
→	Step Indicator - Per Civil Plans
	Align with Parallel Face
V.I.F.	Verify in Field
A.W.	Area Way
L.O.W.	Limit of Work
B.O.C.	Back of Coping
EQ.	Equal

ABBREVIATION LEGEND	
SYMBOL	DESCRIPTION
℄	Center Line
F.O.W.	Face of Wall
F.G.	Finish Grade
F.O.B.	Face of Building
O.C.	On Center
P.A.	Planting Area
⅊	Property Line
TYP.	Typical

0 15 30 60 Feet

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

SITE PLAN - PUBLIC PARK

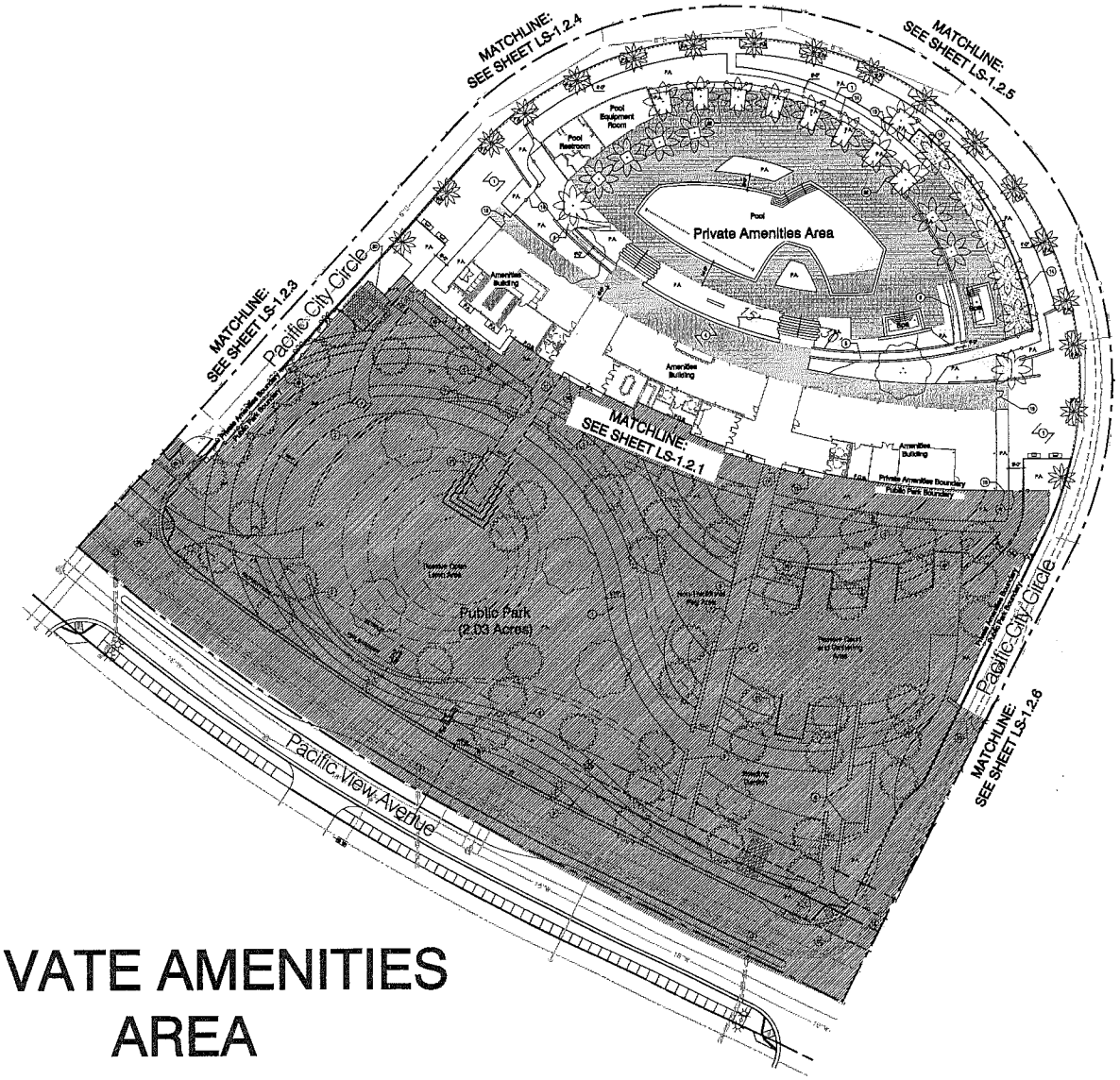
SHEET NUMBER

LS-1.2.1

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.S1



PRIVATE AMENITIES AREA

CONSTRUCTION REFERENCE LEGEND	
ITEM	DESCRIPTION
1	Pedestrian Walk, Typ.
2	Sidewalk, Typ.
3	Patio Paving, Typ.
4	Enhanced Paving, Typ.
5	Accessible Pedestrian Ramp, Typ.
6	Stair with Low Cheek Wall, Typ.
7	Seatwall (24" Max. Height), Typ.
8	Linear Accent Wall (36" Max. Height), Typ.
9	Retaining Wall (42" Max. Height), Typ.
10	CMU Planter Wall on Podium (30" Tall), Typ.
11	Accent Wall On Podium (48" Tall)
12	Patio Accent Wall (42" Max. Height), Typ.
13	Patio Access Gate (42" Max. Height), Typ.
14	Pool Enclosure Fence (60" Height - Per Health Code), Typ.
15	Pool Enclosure Gate (60" Height - Per Health Code)
16	Perimeter Security Fence (60" Max. Height), Typ.
17	Perimeter Security Gate (60" Max. Height)
18	Dog Park Fence (42" Max. Height), Typ.
19	Dog Park Gate (42" Max. Height)
20	Vehicular Gate (72" Max. Height), Typ.
21	Stage with Terraced 18" Tall Retaining Walls
22	Pool Cabana, Typ.
23	Shade Structure (On Podium)
24	Outdoor Barbecue / Cook Station (On Podium)
25	Water Feature (On Podium)
26	Fireplace (On Podium)
27	Fire Pit (On Podium)
28	10 Ft. Triangular Area Measured from Intersecting Driveway (No Walls shall be located within this area.)
29	Accent Retaining Wall (36" Max. Height)
30	Utility Screening - See Sheet LS-1.3

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ABBREVIATION LEGEND CONT'D	
SYMBOL	DESCRIPTION
E.O.P.	Edge of Podium
—>—	Step Indicator - Per Civil Plans
	Align with Parallel Face
V.I.F	Verify In Field
A.W.	Area Way
L.O.W	Limit of Work
B.O.C.	Back of Coping
EQ.	Equal

ABBREVIATION LEGEND	
SYMBOL	DESCRIPTION
℄	Center Line
F.O.W.	Face of Wall
F.G.	Finish Grade
F.O.B.	Face of Building
O.C.	On Center
P.A.	Planting Area
℄	Property Line
TYP.	Typical

0 15 30 60 Feet

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

SITE PLAN - PRIVATE AMENITIES AREA

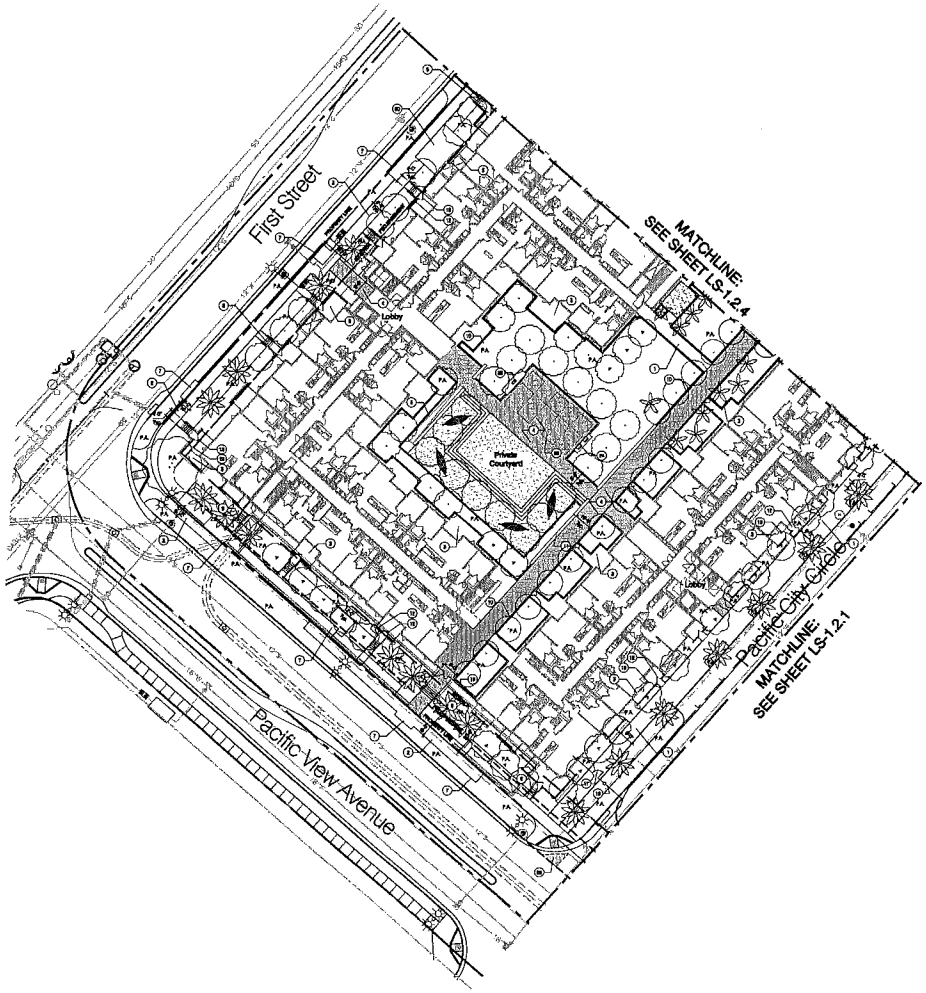
SHEET NUMBER

LS-1.2.2

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.52



Building One

CONSTRUCTION REFERENCE LEGEND	
ITEM	DESCRIPTION
1	Pedestrian Walk, Typ.
2	Sidewalk, Typ.
3	Patio Paving, Typ.
4	Enhanced Paving, Typ.
5	Accessible Pedestrian Ramp, Typ.
6	Stair with Low Cheek Wall, Typ.
7	Seatwall (24" Max. Height), Typ.
8	Linear Accent Wall (30" Max. Height), Typ.
9	Retaining Wall (42" Max. Height), Typ.
10	CMU Planter Wall on Podium (30" Tall), Typ.
11	Accent Wall On Podium (48" Tall)
12	Patio Accent Wall (42" Max. Height), Typ.
13	Patio Access Gate (42" Max. Height), Typ.
14	Pool Enclosure Fence (60" Height - Per Health Code), Typ.
15	Pool Enclosure Gate (60" Height - Per Health Code)
16	Perimeter Security Fence (60" Max. Height), Typ.
17	Perimeter Security Gate (60" Max. Height)
18	Dog Park Fence (42" Max. Height), Typ.
19	Dog Park Gate (42" Max. Height)
20	Vehicular Gate (72" Max. Height), Typ.
21	Stage with Terraced 18" Tall Retaining Walls
22	Pool Cabana, Typ.
23	Shade Structure (On Podium)
24	Outdoor Barbecue / Cook Station (On Podium)
25	Water Feature (On Podium)
26	Fireplace (On Podium)
27	Fire Pit (On Podium)
28	10 ft. Triangular Area Measured from Intersecting Driveway (No Walls shall be located within this area.)
29	Accent Retaining Wall (36" Max. Height)
30	Utility Screening - See Sheet LS-1.3

GENERAL

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3. Refer to architecture plans for all information regarding buildings.
4. All accessibility references shall comply to "California Title 24" requirements.

ABBREVIATION LEGEND CONT'D	
SYMBOL	DESCRIPTION
E.O.P.	Edge of Podium
→	Step Indicator - Per Civil Plans
	Align with Parallel Face
V.I.F	Verify In Field
A.W.	Area Way
L.O.W	Limit of Work
B.O.C.	Back of Coping
EQ.	Equal

ABBREVIATION LEGEND	
SYMBOL	DESCRIPTION
℄	Center Line
F.O.W.	Face of Wall
F.G.	Finish Grade
F.O.B.	Face of Building
O.C.	On Center
P.A.	Planting Area
⅊	Property Line
TYP.	Typical

0 15 30 60 Feet

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PACIFIC CITY APARTMENTS

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HUNTINGTON BEACH, CA

SHEET TITLE

SITE PLAN - BUILDING ONE

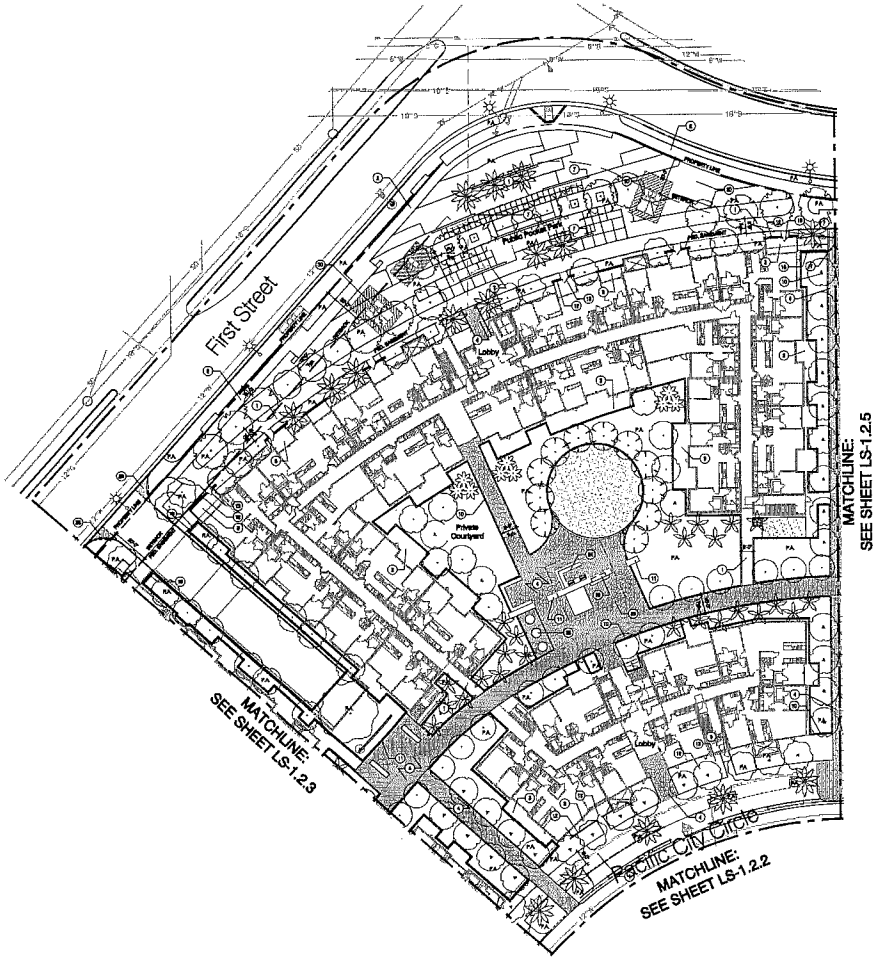
SHEET NUMBER

LS-1.2.3

EPTDESIGN
landscape architecture | urban design | planning

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.53



Building Two & Public Pocket Park

CONSTRUCTION REFERENCE LEGEND	
ITEM	DESCRIPTION
1	Pedestrian Walk, Typ.
2	Sidewalk, Typ.
3	Patio Paving, Typ.
4	Enhanced Paving, Typ.
5	Accessible Pedestrian Ramp, Typ.
6	Stair with Low Cheek Wall, Typ.
7	Seatwall (24" Max. Height), Typ.
8	Linear Accent Wall (36" Max. Height), Typ.
9	Retaining Wall (42" Max. Height), Typ.
10	CMU Planter Wall on Podium (30" Tall), Typ.
11	Accent Wall On Podium (48" Tall)
12	Patio Accent Wall (42" Max. Height), Typ.
13	Patio Access Gate (42" Max. Height), Typ.
14	Pool Enclosure Fence (60" Height - Per Health Code), Typ.
15	Pool Enclosure Gate (60" Height - Per Health Code)
16	Perimeter Security Fence (60" Max. Height), Typ.
17	Perimeter Security Gate (60" Max. Height)
18	Dog Park Fence (42" Max. Height), Typ.
19	Dog Park Gate (42" Max. Height)
20	Vehicular Gate (72" Max. Height), Typ.
21	Stage with Terraced 18" Tall Retaining Walls
22	Pool Cabana, Typ.
23	Shade Structure (On Podium)
24	Outdoor Barbecue / Cook Station (On Podium)
25	Water Feature (On Podium)
26	Fireplace (On Podium)
27	Fire Pit (On Podium)
28	10 Ft. Triangular Area Measured from Intersecting Driveway (No Walls shall be located within this area.)
29	Accent Retaining Wall (36" Max. Height)
30	Utility Screening - See Sheet LS-1.3

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ABBREVIATION LEGEND CONT'D	
SYMBOL	DESCRIPTION
E.O.P.	Edge of Podium
	Step Indicator - Per Civil Plans
	Align with Parallel Face
V.I.F.	Verify In Field
A.W.	Area Way
L.O.W	Limit of Work
B.O.C.	Back of Coping
EQ.	Equal

ABBREVIATION LEGEND	
SYMBOL	DESCRIPTION
℄	Center Line
F.O.W.	Face of Wall
F.G.	Finish Grade
F.O.B.	Face of Building
O.C.	On Center
P.A.	Planting Area
⅊	Property Line
TYP.	Typical

0 15 30 60 Feet

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

SITE PLAN - BUILDING TWO & PUBLIC POCKET PARK

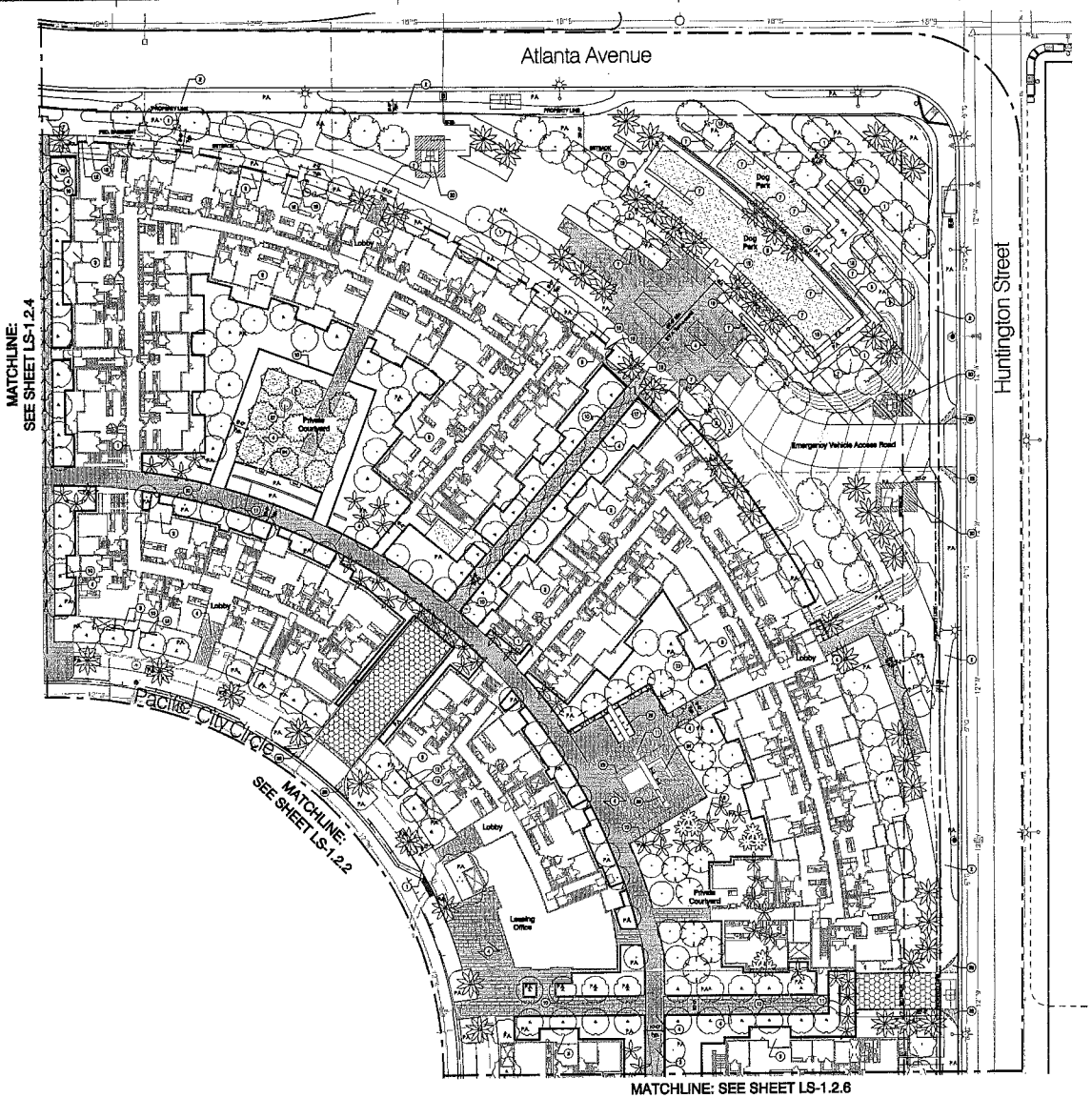
SHEET NUMBER

LS-1.2.4

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.54



Building Three & Four & Dog Park

CONSTRUCTION REFERENCE LEGEND	
ITEM	DESCRIPTION
1	Pedestrian Walk, Typ.
2	Sidewalk, Typ.
3	Patio Paving, Typ.
4	Enhanced Paving, Typ.
5	Accessible Pedestrian Ramp, Typ.
6	Stair with Low Cheek Wall, Typ.
7	Seawall (24" Max. Height), Typ.
8	Linear Accent Wall (30" Max. Height), Typ.
9	Retaining Wall (42" Max. Height), Typ.
10	CMU Planter Wall on Podium (30" Tall), Typ.
11	Accent Wall On Podium (48" Tall)
12	Patio Accent Wall (42" Max. Height), Typ.
13	Patio Access Gate (42" Max. Height), Typ.
14	Pool Enclosure Fence (60" Height - Per Health Code), Typ.
15	Pool Enclosure Gate (60" Height - Per Health Code)
16	Perimeter Security Fence (60" Max. Height), Typ.
17	Perimeter Security Gate (60" Max. Height)
18	Dog Park Fence (42" Max. Height), Typ.
19	Dog Park Gate (42" Max. Height)
20	Vehicular Gate (72" Max. Height), Typ.
21	Stage with Terraced 18" Tall Retaining Walls
22	Pool Cabana, Typ.
23	Shade Structure (On Podium)
24	Outdoor Barbecue / Cook Station (On Podium)
25	Water Feature (On Podium)
26	Fireplace (On Podium)
27	Fire Pit (On Podium)
28	10 Ft. Triangular Area Measured from Intersecting Driveway (No Walls shall be located within this area.)
29	Accent Retaining Wall (30" Max. Height)
30	Utility Screening - See Sheet LS-1.3

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ABBREVIATION LEGEND CON'TD	
SYMBOL	DESCRIPTION
E.O.P.	Edge of Podium
	Step Indicator - Per Civil Plans
	Align with Parallel Face
V.I.F.	Verify in Field
A.W.	Area Way
L.O.W.	Limit of Work
B.O.C.	Back of Coping
EQ.	Equal

ABBREVIATION LEGEND	
SYMBOL	DESCRIPTION
℄	Center Line
F.O.W.	Face of Wall
F.G.	Finish Grade
F.O.B.	Face of Building
O.C.	On Center
P.A.	Planting Area
⅊	Property Line
TYP.	Typical

0 15 30 60 Feet

UDR

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

SITE PLAN - BUILDINGS THREE & FOUR & DOG PARK

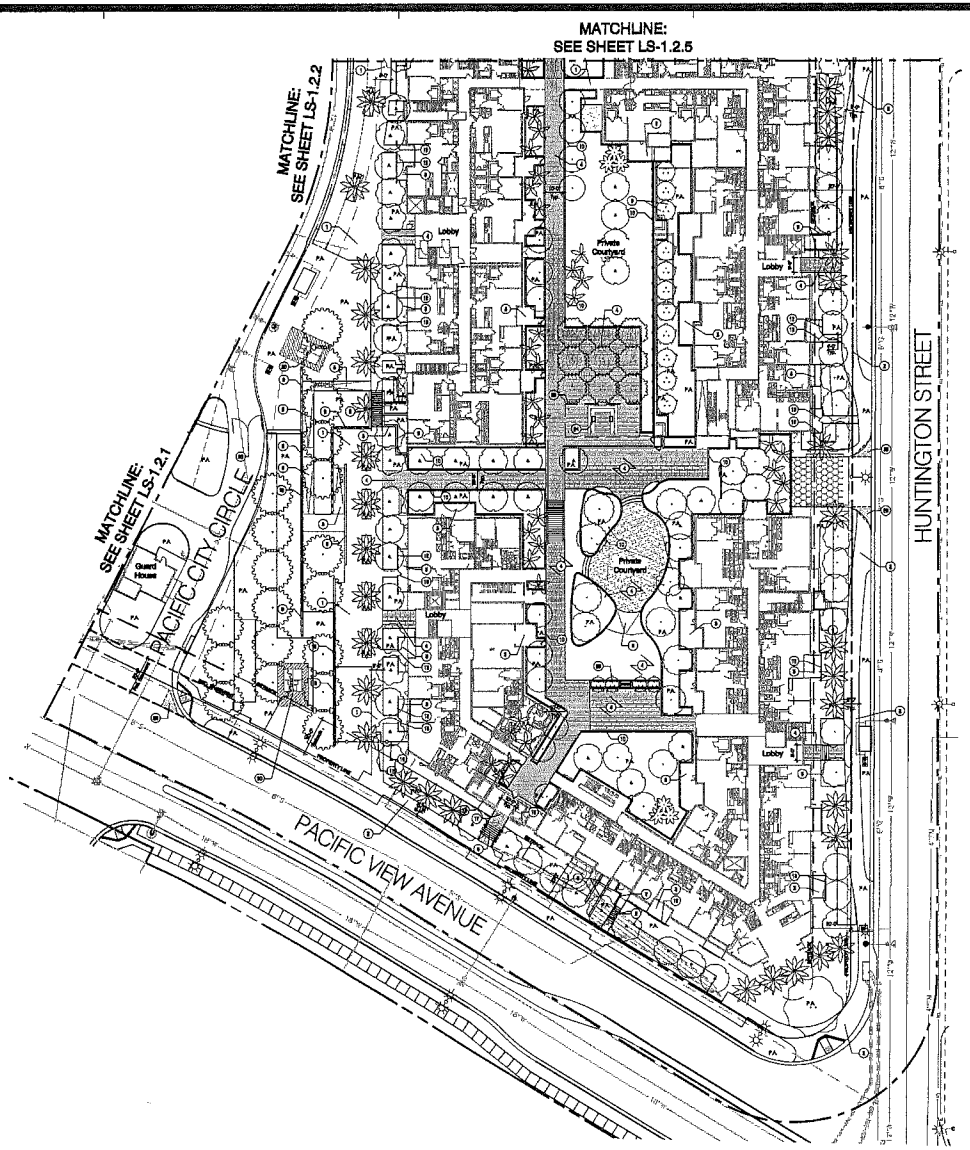
SHEET NUMBER

LS-1.2.5

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.55



Building Five & Six

CONSTRUCTION REFERENCE LEGEND	
ITEM	DESCRIPTION
1	Pedestrian Walk, Typ.
2	Sidewalk, Typ.
3	Patio Paving, Typ.
4	Enhanced Paving, Typ.
5	Accessible Pedestrian Ramp, Typ.
6	Stair with Low Cheek Wall, Typ.
7	Seatwall (24" Max. Height), Typ.
8	Linear Accent Wall (36" Max. Height), Typ.
9	Retaining Wall (42" Max. Height), Typ.
10	CMU Planter Wall on Podium (30" Tall), Typ.
11	Accent Wall On Podium (48" Tall)
12	Patio Accent Wall (42" Max. Height), Typ.
13	Patio Access Gate (42" Max. Height), Typ.
14	Pool Enclosure Fence (60" Height - Per Health Code), Typ.
15	Pool Enclosure Gate (60" Height - Per Health Code)
16	Perimeter Security Fence (60" Max. Height), Typ.
17	Perimeter Security Gate (60" Max. Height)
18	Dog Park Fence (42" Max. Height), Typ.
19	Dog Park Gate (42" Max. Height)
20	Vehicular Gate (72" Max. Height), Typ.
21	Stage with Terraced 18" Tall Retaining Walls
22	Pool Cabana, Typ.
23	Shade Structure (On Podium)
24	Outdoor Barbecue / Cook Station (On Podium)
25	Water Feature (On Podium)
26	Fireplace (On Podium)
27	Fire Pit (On Podium)
28	10 Ft. Triangular Area Measured from Intersecting Driveway (No Walls shall be located within this area.)
29	Accent Retaining Wall (36" Max. Height)
30	Utility Screening - See Sheet LS-1.3

GENERAL

1. This plan has been developed solely for Entitlement purposes. These plans are not Construction Documents and shall not be used as such.
2. Refer to civil drawings for all grading information.
3. Refer to architecture plans for all information regarding buildings.
4. All accessibility references shall comply to "California Title 24" requirements.

ABBREVIATION LEGEND CONT'D	
SYMBOL	DESCRIPTION
E.O.P.	Edge of Podium
→	Step Indicator - Per Civil Plans
	Align with Parallel Face
V.I.F	Verify in Field
A.W.	Area Way
L.O.W	Limit of Work
B.O.C.	Back of Coping
EQ.	Equal

ABBREVIATION LEGEND	
SYMBOL	DESCRIPTION
℄	Center Line
F.O.W.	Face of Wall
F.G.	Finish Grade
F.O.B.	Face of Building
O.C.	On Center
P.A.	Planting Area
⅊	Property Line
TYP.	Typical

0 15 30 60 Feet

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HUNTINGTON BEACH, CA

SHEET TITLE

SITE PLAN - BUILDINGS FIVE & SIX

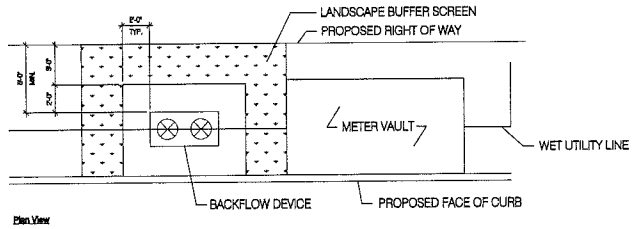
SHEET NUMBER

LS-1.2.6

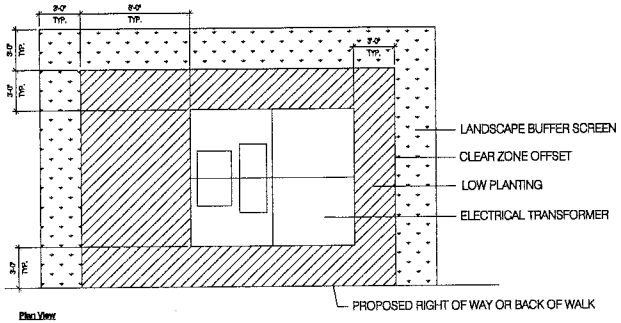
EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.56



A Backflow Device - Landscape Screening, Typical
Scale: 1/4" = 1'-0"



B Transformer - Landscape Screening, Typical
Scale: 1/4" = 1'-0"

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HUNTINGTON BEACH, CA

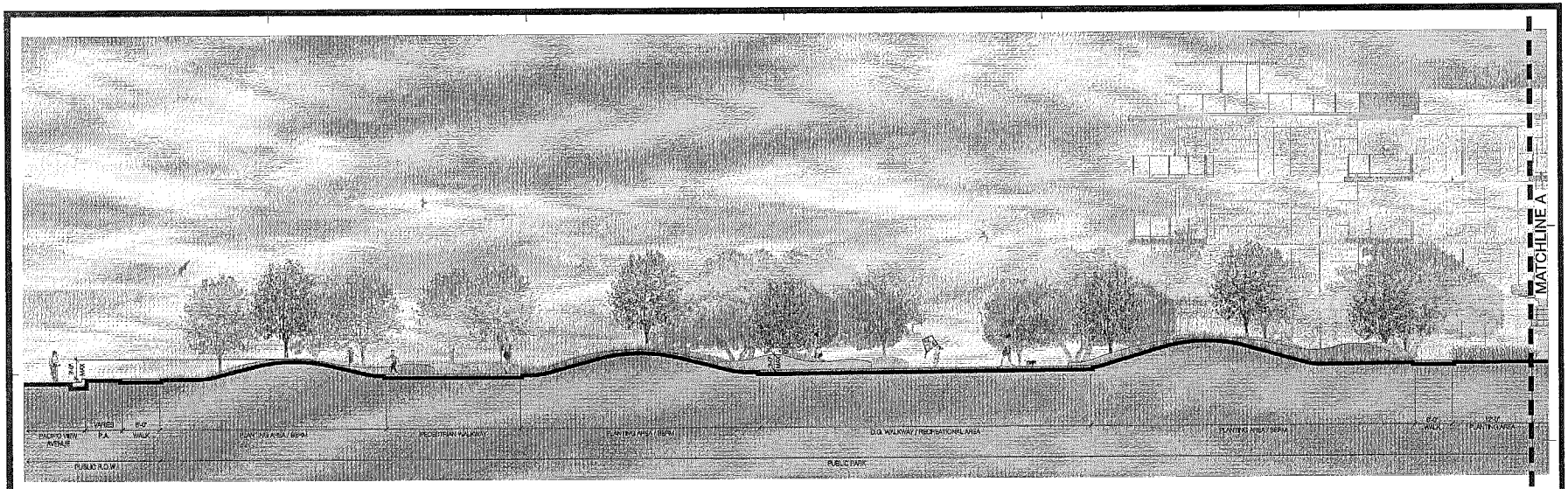
SHEET TITLE
Utility Screening Details

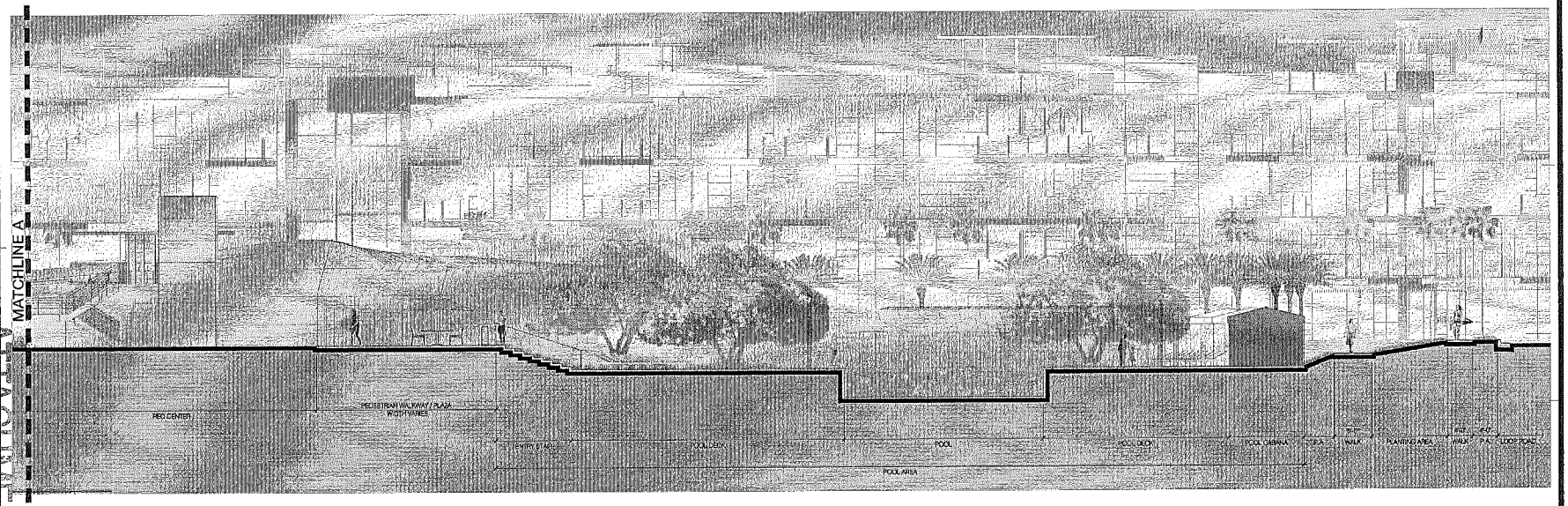
SHEET NUMBER
LS-1.3

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.57





SECTION A: PUBLIC AND PRIVATE PARK

Scale: 1/8" = 1'-0"

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HUNTINGTON BEACH, CA

SHEET TITLE

LANDSCAPE SITE ELEVATIONS

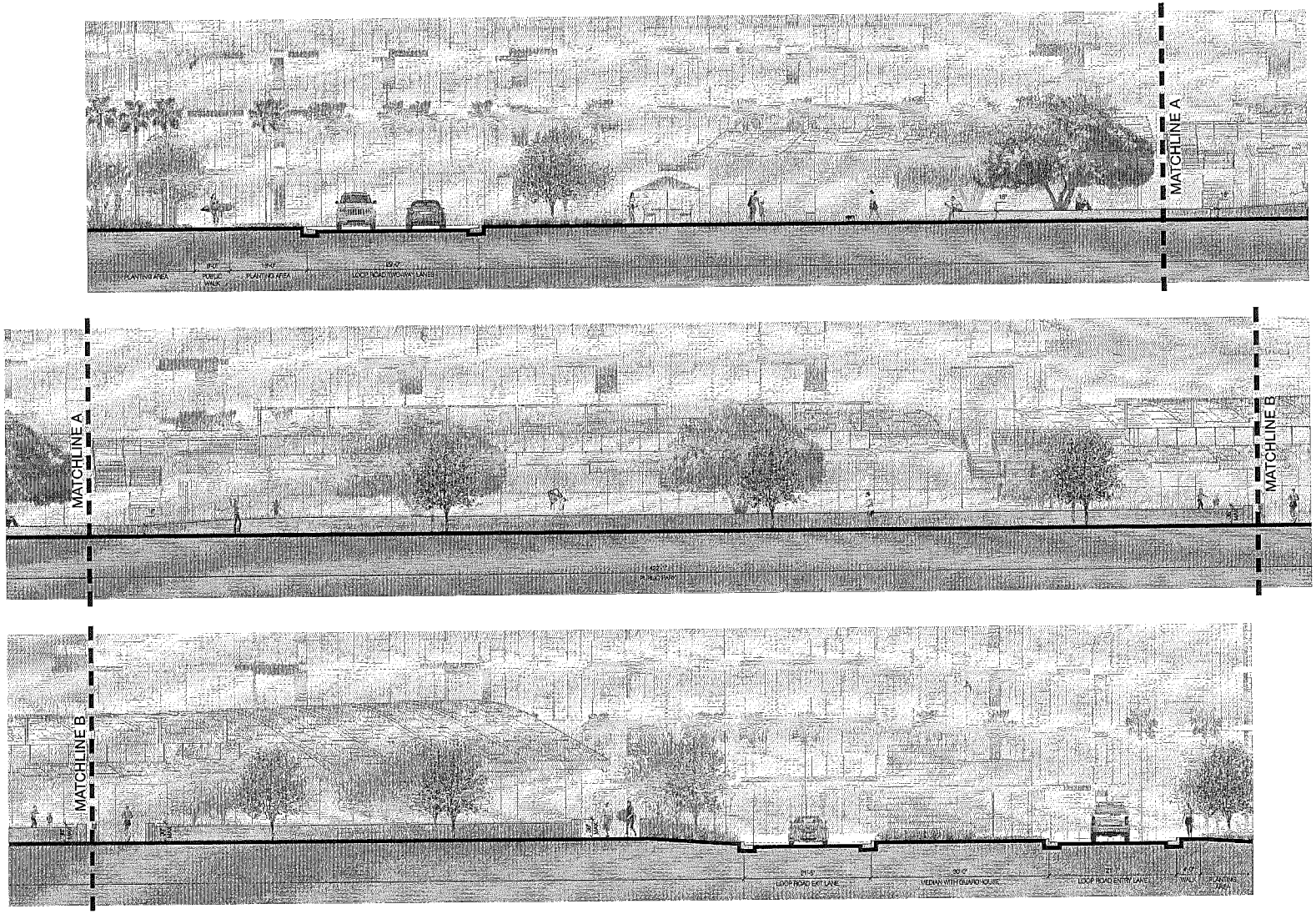
SHEET NUMBER

LS-2.1

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.5B



ELEVATION B: VIEW FROM PACIFIC VIEW AVENUE

Scale: 1/8" = 1'-0"

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
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SHEET TITLE

LANDSCAPE SITE ELEVATIONS

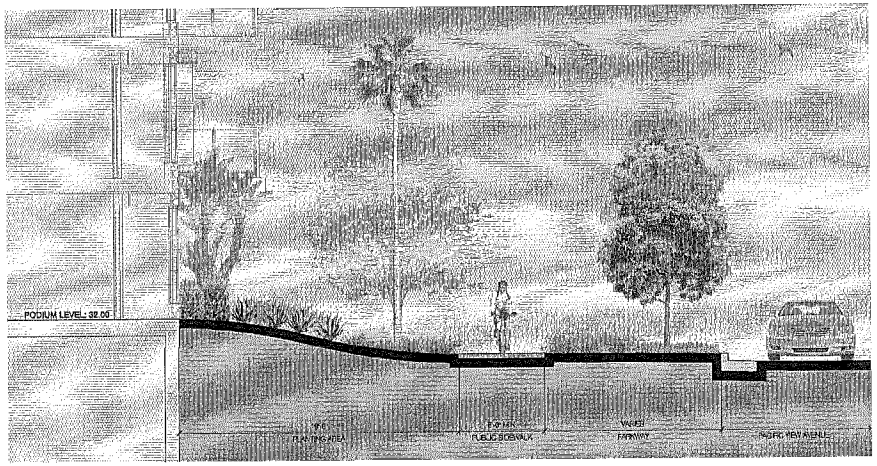
SHEET NUMBER

LS-2.2

EPTDESIGN

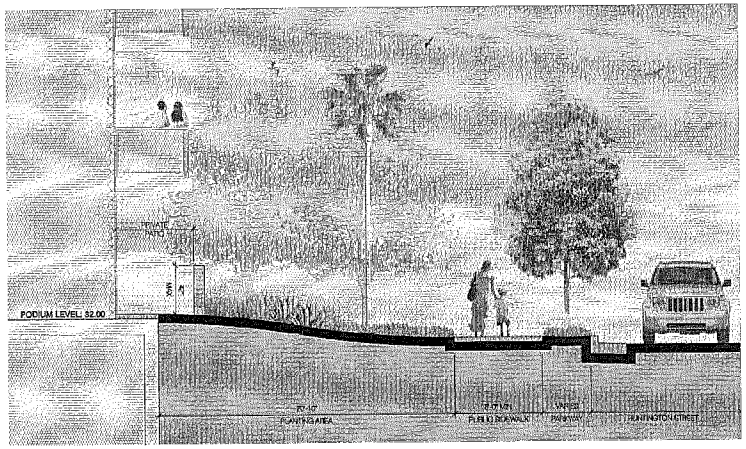
ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.59



SECTION C: PACIFIC VIEW AVENUE PERIMETER EDGE

Scale: 1/4" = 1'-0"



SECTION D: FIRST STREET PERIMETER EDGE

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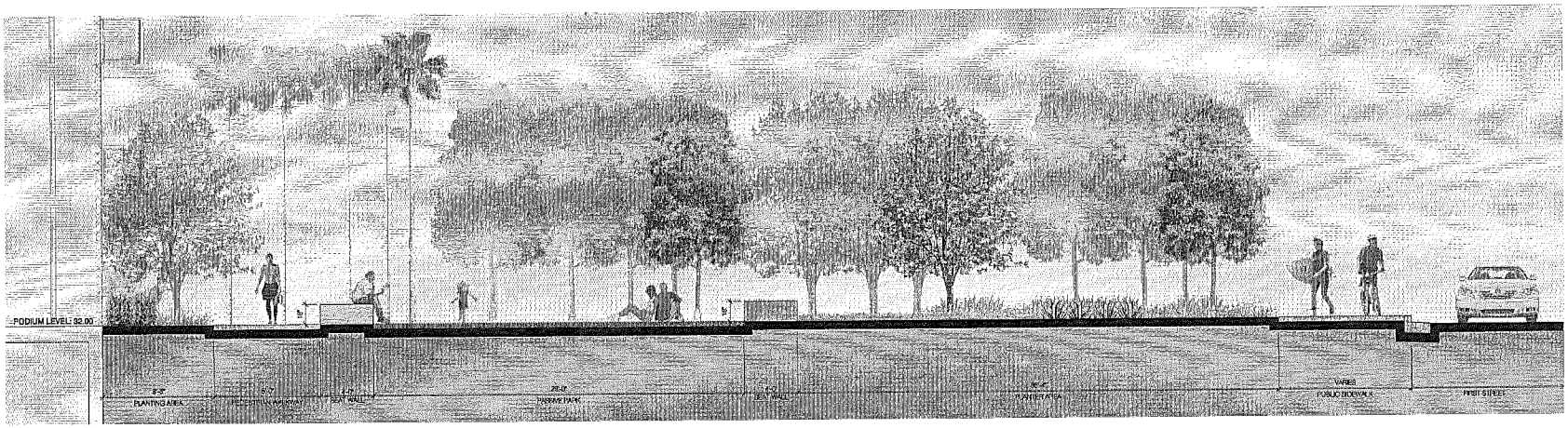

SECTION E: NORTHWEST PERIMETER EDGE

Scale: 1/4" = 1'-0"

UDR

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PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

LANDSCAPE SITE SECTIONS

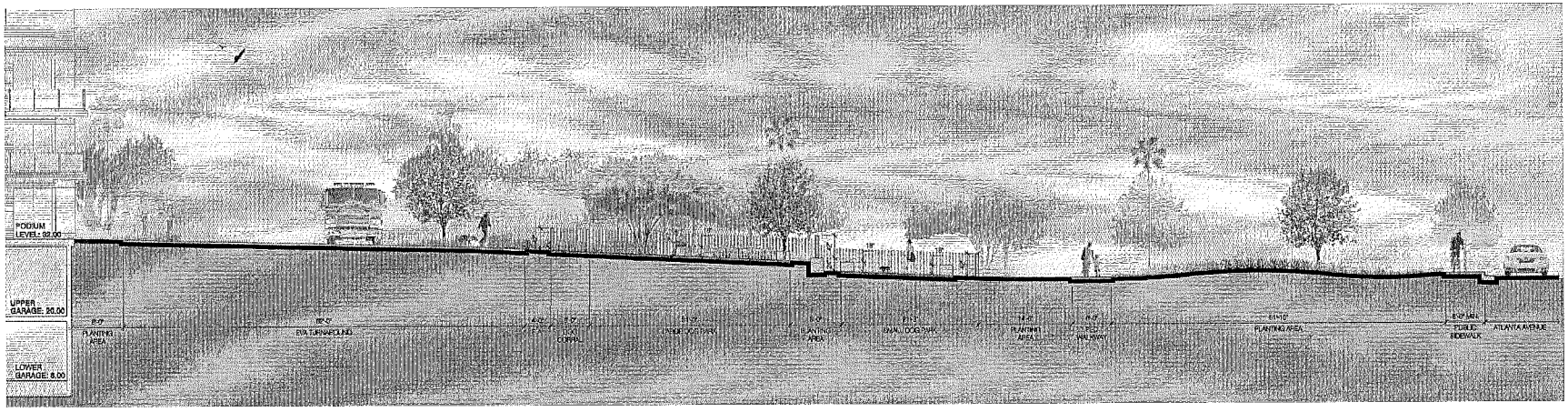
SHEET NUMBER

LS-2.3

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.40



SECTION F: NORTHEAST PERIMETER EDGE

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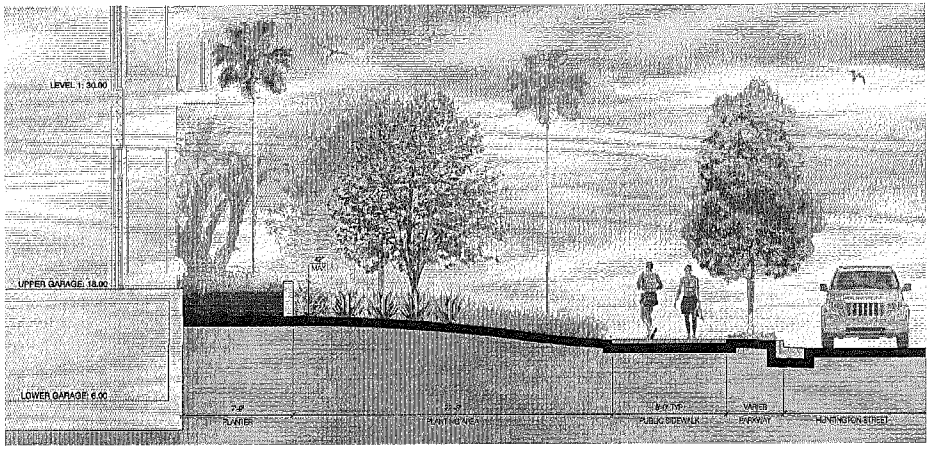
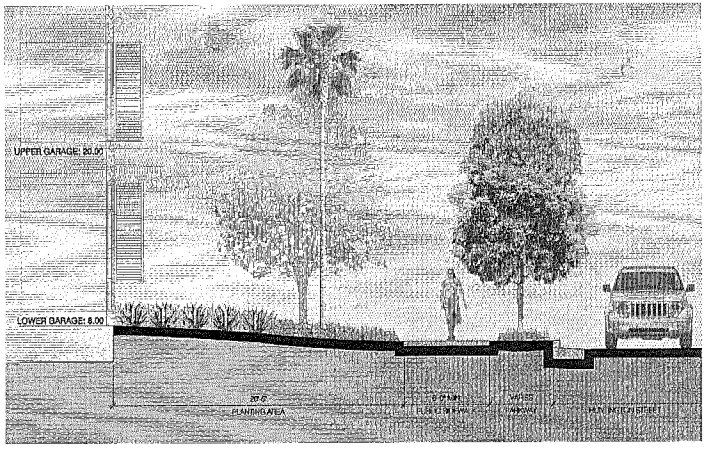


SECTION G: HUNTINGTON STREET PERIMETER EDGE

Scale: 1/4" = 1'-0"



SECTION H: HUNTINGTON STREET PERIMETER EDGE

Scale: 1/4" = 1'-0"

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SHEET TITLE

LANDSCAPE SITE SECTIONS

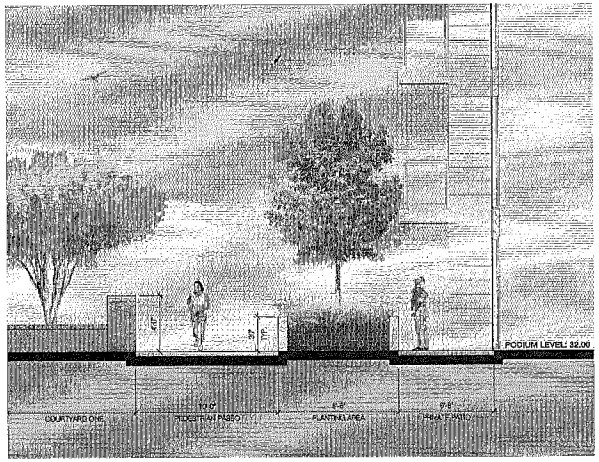
SHEET NUMBER

LS-2.4

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.61



SECTION I: ON-PODIUM PEDESTRIAN WALKWAY

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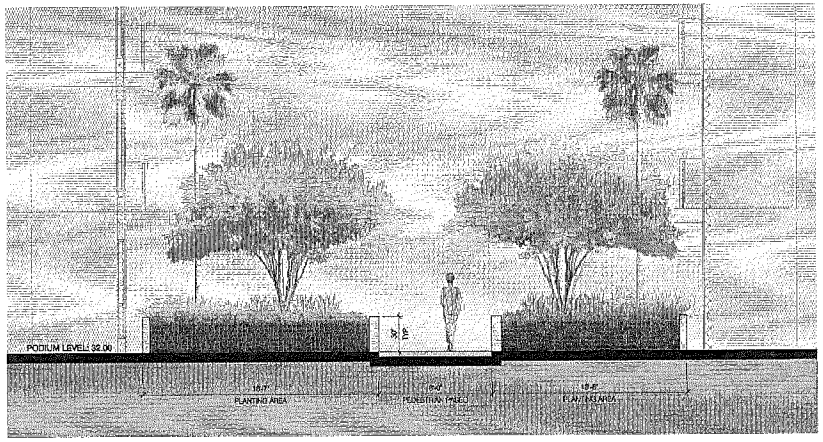

SECTION J: ON-PODIUM PEDESTRIAN ACCESS CORRIDOR

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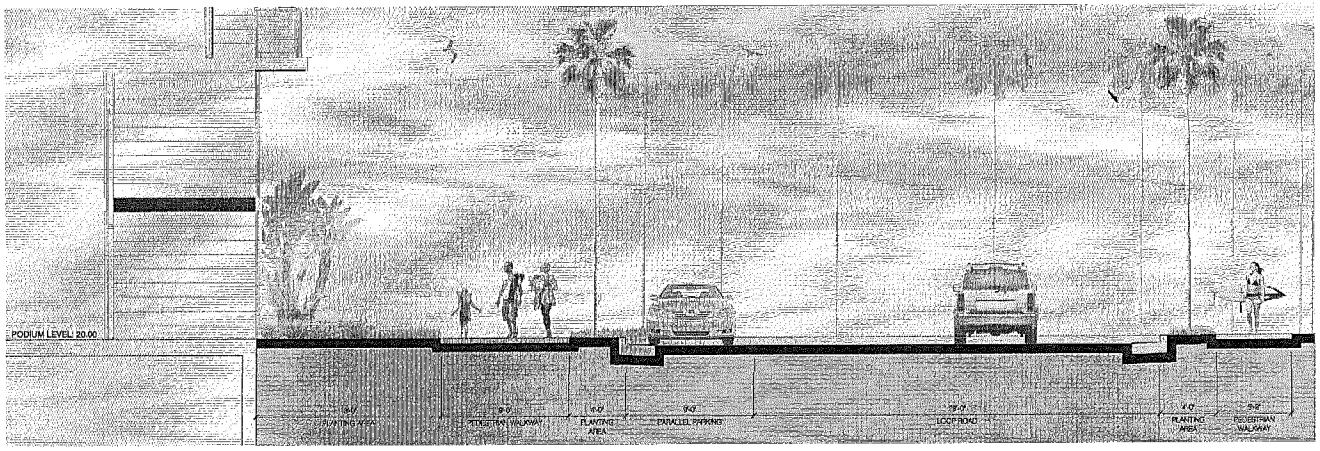

SECTION K: LOOP ROAD

Scale: 1/4" = 1'-0"

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PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

LANDSCAPE SITE SECTIONS

SHEET NUMBER

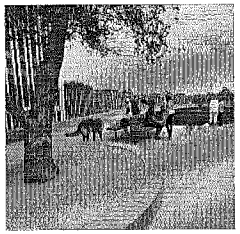
LS-2.5

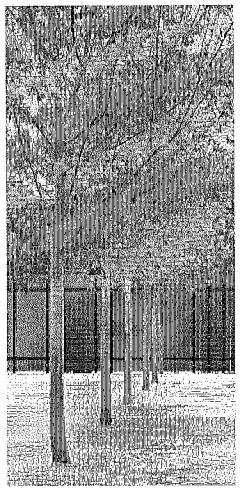
EPTDESIGN

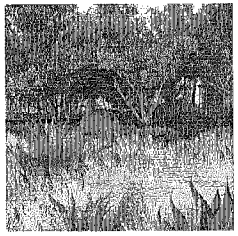
ENTITLEMENT PLAN AMENDMENT 01-13-2015

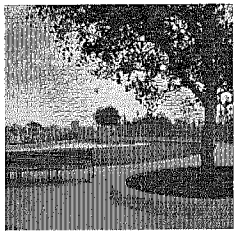
ATTACHMENT NO. 2.62

Perimeter Landscape

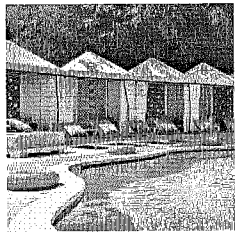


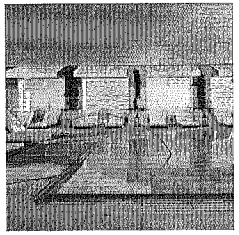


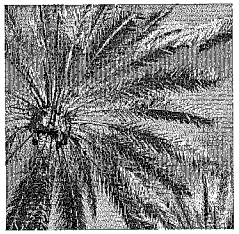


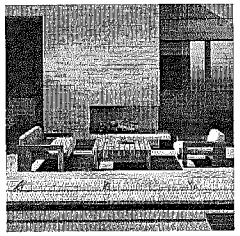


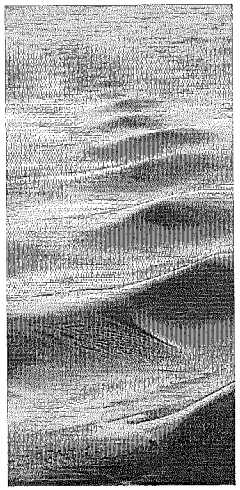
Pool Area

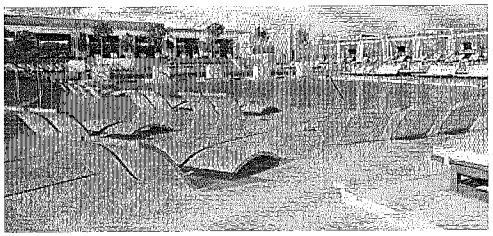




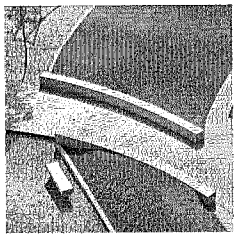


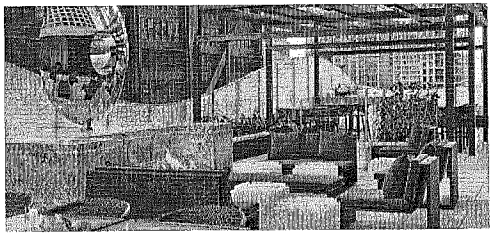


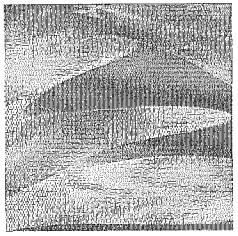


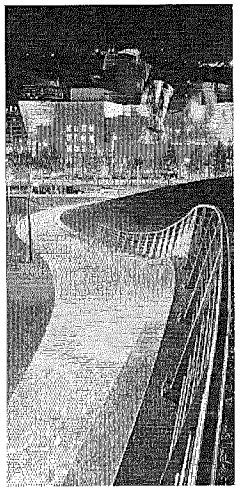


Public Park









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PACIFIC WEST AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

CHARACTER / PRECEDENT IMAGERY

SHEET NUMBER

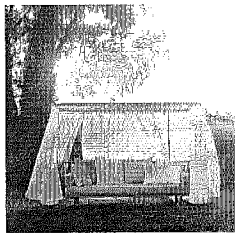
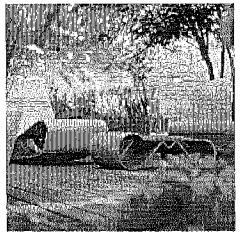
LS-4.1

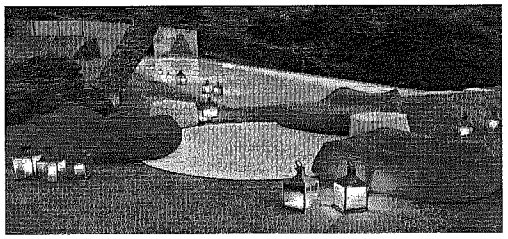
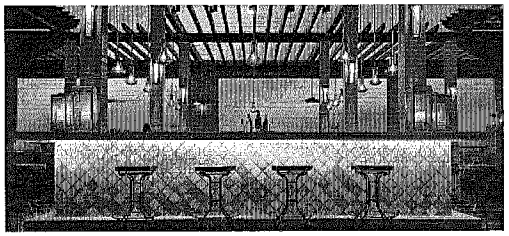
EPTDESIGN

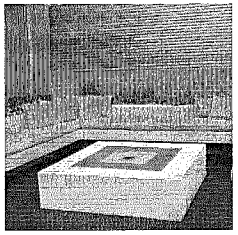
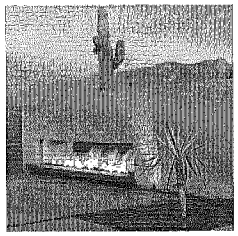
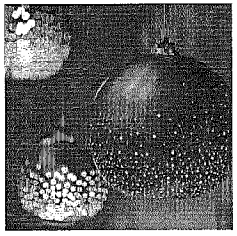
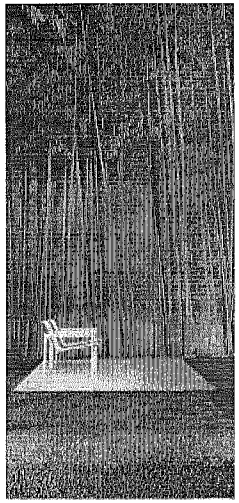
ENTITLEMENT PLAN AMENDMENT 01-13-2015

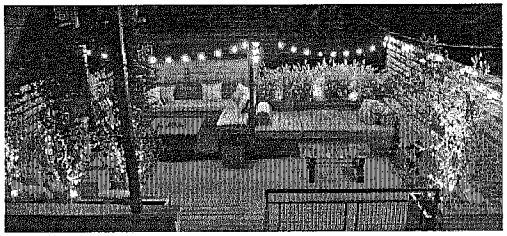
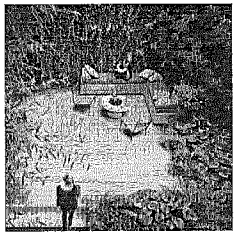
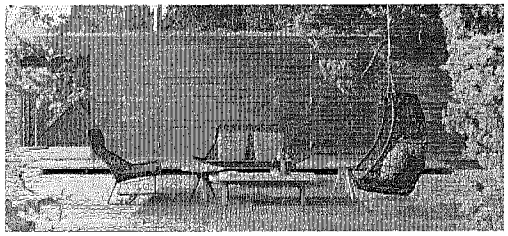
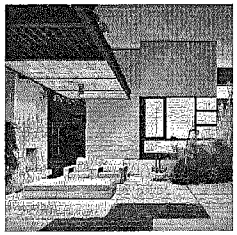
ATTACHMENT NO. 2-63

Courtyard Landscape

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HUNTINGTON BEACH, CA

SHEET TITLE

CHARACTER / PRECEDENT IMAGERY

SHEET NUMBER

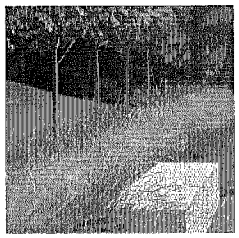
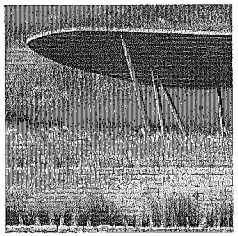
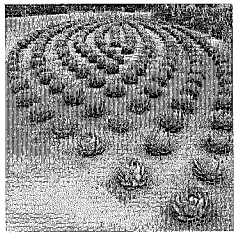
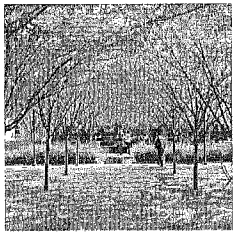
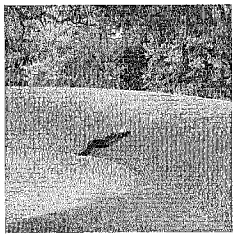
LS-4.2

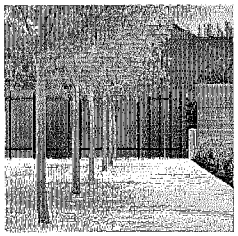
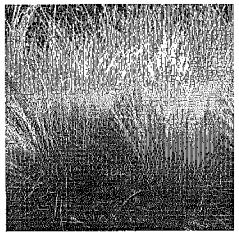
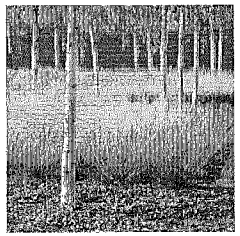
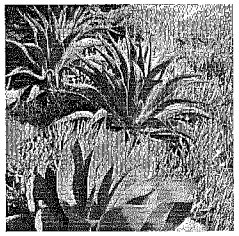
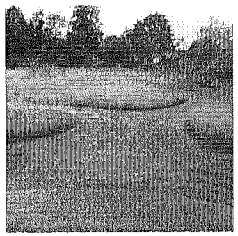
EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

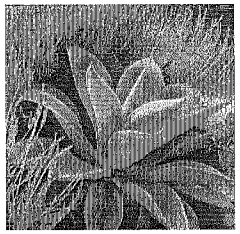
ATTACHMENT NO. 2.4y

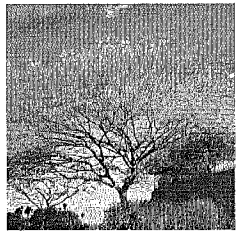
Planting Concept

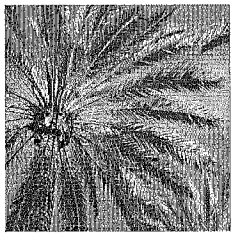






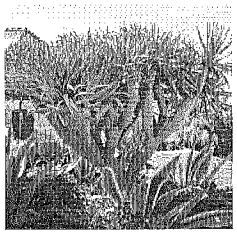
Plant Palette


Agave spp.


Parkinsonia aculeata


Phoenix dactylifera

Aloe spp.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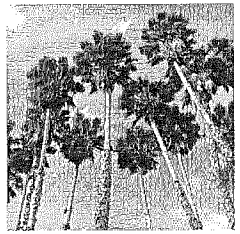
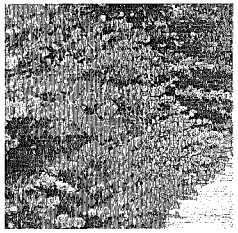
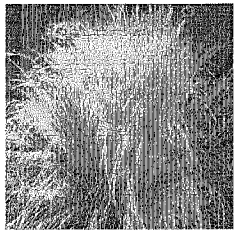
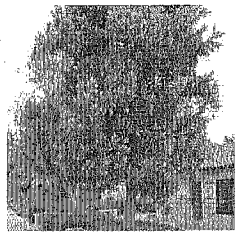
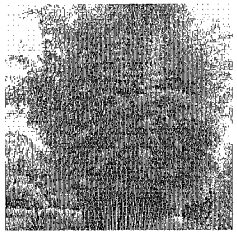

Washingtonia robusta


Carissa spp.


Nassella spp.


Stenocarpus sinuatus

Philodendron spp.


Bambus multiplex

Anigozanthos spp.

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

PLANTING IMAGERY AND PRELIMINARY PLANT PALETTE

SHEET NUMBER

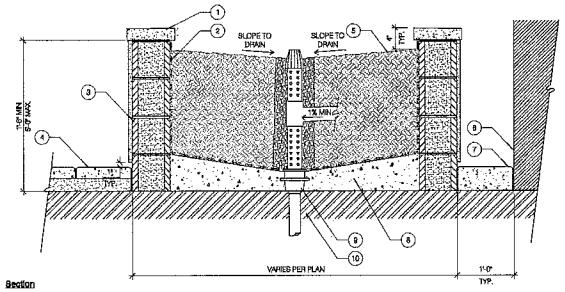
LS-4.3

EPTDESIGN

landscape architecture | urban design | planning
714 754 4580 | 714 754 4581 | 949 650 9861
www.eptdesign.com | info@eptdesign.com

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2-LS



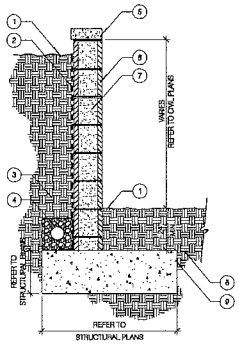
Section

1. WALL CAP
2. WATERPROOFING
3. PRECISION CMU BLOCK WALL, TYP.
4. ADJACENT PAVING PER PLAN
5. PLANTER BACKFILL MIX
6. ADJACENT BUILDING WALL
7. CONCRETE OVER-POWER PAVING
8. CONCRETE FOOTING
9. PLANTER DRAIN
10. STRUCTURAL SLAB

NOTES:
WALL MATERIALS AND DESIGN MAY CHANGE AT TIME OF CONSTRUCTION

A On Structure Planter Wall, Typ.

Scale: 1"=1'-0"

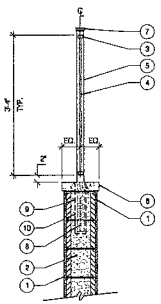


1. FINISH GRADE
2. WATERPROOFING -SHALL EXTEND ABOVE FINISH GRADE
3. SOIL BACK FILL PLANTING MIX -REFER TO PLANTING SPECIFICATIONS
4. 4" PERFORATED ABS PLASTIC SCR 35 DRAIN LINE ENCASED IN 12" X 12" -3/4" GRAVEL AND WRAPPED IN 140 NC MINIF FILTER FABRIC - CONNECT TO DRAIN LINE PER CIVIL PLANS
5. WALL CAP TO MATCH SPLIT FACE CMU FLUSH WITH FACE BLOCK
6. 8" X 8"X 16" SPLIT FACED CMU BLOCK - ONE SIDED
7. GROUT FILL SOLID ALL VOIDS
8. COMPACTED SUBGRADE PER GEOTECHNICAL REPORT
9. CONCRETE FOOTING PER STRUCTURAL PLANS

NOTES:
A. REFER TO MASTER CONSTRUCTION LEGEND FOR COLORS AND FINISHES
B. REFER TO CIVIL ENGINEERS PLANS FOR T.W. AND T.F.
C. REFER TO STRUCTURAL PLANS FOR STEEL REINFORCEMENT AND CONCRETE FOOTING
D. NO RAKED CONDITIONS - STAGGER ALL WALLS
E. REFER TO CIVIL PLANS FOR V-DITCH DETAIL AND ADDITIONAL INFORMATION
F. AT CORNER CONDITIONS USE CORNER MODULES

B Retaining Wall

Scale: 3/4"=1'-0"



1. WALL FINISH -REFER TO CONSTRUCTION LEGEND
2. 8" x 8" x 16" PRECISION CMU BLOCK
3. 1" x 1" 2" METALIZED TUBULAR STEEL FRAME
4. 5/8" SQ. 14 GAUGE METALIZED TUBE
5. 2"X2" METALIZED TUBULAR STEEL POST
6. WALL CAP
7. ORNAMENTAL POST CAP
8. EMBEDDED RAIL POST PER STRUCTURAL PLANS
9. GROUT OR EPOXY FILL PER STRUCTURAL PLANS
10. POST SLEEVE PER STRUCTURAL PLANS

NOTES:
A. CONTRACTOR SHALL REFER TO MASTER CONSTRUCTION LEGEND FOR COLOR, MATERIAL AND FINISH
B. REFER TO CIVIL PLANS FOR DRAINAGE INFORMATION
C. REFER TO STRUCTURAL PLANS FOR STEEL REINFORCEMENT

C Barrier Railing on Wall

Scale: 3/4"=1'-0"

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PACIFIC CITY APARTMENTS

PACIFIC VIEW AVE. & HUNTINGTON ST.
HUNTINGTON BEACH, CA

SHEET TITLE

PRELIMINARY SITE DETAILS

SHEET NUMBER

LS-4.4

EPTDESIGN

ENTITLEMENT PLAN AMENDMENT 01-13-2015

ATTACHMENT NO. 2.66

MVE & Partners, Inc.

Architecture | Planning | Interiors
1900 Main Street, Suite 800
Irvine, CA 92614
Phone: (949) 809-3388 Fax: (949) 809-3399

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Dept. of Planning
& Building

Project Narrative - *Updated 02/02/2015*
Pacific City Apartments

Overview

This project consists of 516 apartments in six buildings varying from three to four stories, over 2 levels of subterranean parking. The project also includes a guardhouse at the front entry, a leasing office (located within one of the residential buildings), a public park and a common amenity building and pool deck.

The total net rentable residential square footage is 580,000 square feet. There will be between four and eight employees on site during the day.

This application is being initiated because in the intervening years since the project was originally entitled as a residential condominium project in 2004, the market demand has changed and the current residential use is anticipated to be apartments. These apartments, though on the large size for the market, are substantially smaller than the 1,600 sf average size originally entitled. This reduction in average unit size (to approximately 1,130 sf) made the footprint of the project much smaller and required alterations to the site plan.

Currently UDR, a national developer, owns the site and is requesting an Amendment to the Entitlement Plan.

The surrounding use to the south of the property is Pacific City Retail and Hotel sites. The retail building is currently under construction. MVE & Partners, architects of Pacific City Residential, have met with SMS Architects (architects of the retail project) to coordinate landscape and exterior material choices in order to increase compatibility between the two sites in the effort to create a distinctive, memorable sense of place.

The adjacent use to the west across First St. is currently an oil field site and an empty lot.

The adjacent use to the north of the property is single family residential, including several small scale multi-unit buildings.

The adjacent use to the east is a mobile home park.

The project is an apartment use, and is intended to provide housing for singles, couples and families who want to live in central Huntington Beach, but do not wish to purchase or maintain a house or condominium. UDR believes that many of the people who will live at Pacific City Residential will be entrepreneurial types who share a passion for the beach, surfing and access to a pedestrian friendly commercial district. A mixture of studios, one bedroom apartments, two

bedroom apartments and three bedroom apartments will accommodate singles, couples and families.

Project Design

The design of the project is focused on outdoor living in order to take advantage of Huntington Beach's wonderful weather as well as to encourage people to spend time outdoors and in the neighborhood.

This focus on outdoor living starts with the units – typical units throughout the project are wider than they are deeper. For apartments on a double-loaded corridor this means that natural light is more abundant in the apartments. Large amounts of glazing, with plenty of operable windows, ensure that residents can turn off the air conditioning and let the ocean breeze cool their units. Large balconies are semi-recessed into the unit to provide a sense that the living space continues from the interior rooms right outside.

Apartments facing the surrounding streets have ground level entry terraces that allow residents to reach the sidewalk directly from their apartments, and upper units overlook carefully designed landscape spaces which enhance the natural setting. The streetside landscaping is intended to foster the sense of a shared front yard for the building and provide a pleasant, walkable connection to the beach from the single family residential neighborhood to the north.

Apartments facing in towards the center of the project face six beautiful courtyards, each one designed to take advantage of sunlight during different times of the day. These courtyards are very large compared to most typical "podium" residential projects, which allows more privacy for residents and also plenty of elbow room for outdoor living. These spaces are the shared outdoor living room for the residents, and feature a variety of interesting landscaping, seating and water features to draw residents out of their apartments.

One of the major features of the project is a curving pedestrian paseo that provides a wide walkway connecting all six courtyards and out beyond to the sidewalk. This paseo is intended to be the main pedestrian route that many residents will take daily – on their morning walk to the beach or to Main Street for coffee. This main paseo is designed with the look and feel of a boardwalk, though its material will be a composite decking.

Secondary walkways are located between each of the six buildings and connect to the paseo. These walks provide more access to the sidewalk at different points around the site, and also provide direct pedestrian access to the central common amenity building and pool deck.

The amenity building has been designed to integrate with the public park and resident pool deck. The landscape design for the public park includes varying heights of landscape that form a "swell". The amenity building itself takes the form of a wave, and the pool deck is meant to be the shallows. This design idea attempts to integrate the private and public spaces within the "horseshoe loop" of Pacific City Circle while still maintaining privacy between the two, all the while referencing one of the most distinctive aspects of Huntington Beach – its ocean waves.

The amenity "wave" building is broken into three sections, allowing residents to pass through gates into the public park. The public park is envisioned as a place where residents will relax alongside retail users, other residential neighbors and the public at large.

In many ways, the public park and amenity building are the signature design statement of the project, emphasizing the idea of outdoor living and easy pedestrian access to shopping, recreation and restaurants. The architectural design of the apartments is a modern design that incorporates natural colors and textures with the intent of creating a seamless environment from inside to outside to encourage indoor/outdoor living for residents. Though elegant in material and detail, the residential buildings are meant to be somewhat of a backdrop to the outdoor spaces and the people that use them.

Affordable Housing

10% of the project's apartments units are being set aside as moderate income units (110% of AMI). These affordable units include unit types in proportion to the overall unit mix of the project, and are located throughout the project. See sheet A0.02 for specific locations of units on floorplans as well as a detailed affordable housing plan. Affordable units will have the same level of finish as non-affordable units in compliance with HBZSO Section 230.26.

Project Parking

This project conforms to parking ratios mandated by the Downtown Specific Plan, providing: 1 stall for each studio and 1 bedroom, 2 stalls for each two bedroom unit, and 2.5 stalls for every three bedroom unit, as well as 0.5 spaces guest stalls for each unit.

The parking tabulation is included on Sheet A0.01, and total required parking is 1104 stalls.

Total parking provided on site is 1167 stalls, which includes 1143 subterranean stalls and 24 parallel spaces located at ground level on Pacific City Circle.

Guest parking is intermingled with resident parking within the subterranean parking garage. Intermingling the parking spaces allows better access for both residents and guests to each building's elevator cores because there is no "gated off" guest parking area underneath one or two buildings. The guest spaces are generally located in groups that roughly follow the natural path that guests will travel when entering the garage. Guest entrance is only through the garage ramp located along the inner loop road.

Street Parking on Pacific View

There are currently 16 proposed parallel parking spaces on the north side of Pacific View (adjacent to the proposed public park). These 16 spaces are located between the intersections of Pacific City Circle (the loop road) and Pacific View.

Sidewalk Design

The design of public sidewalks conforms to the City of Huntington Beach's preference for meandering design along Atlanta Street, approximately 30% of Huntington Street frontage and sidewalks adjacent to the public park on Pacific View.

However, the design team is proposing straight sidewalks for locations in which the buildings are relatively close to the street – these are areas along First Street, Huntington and portions of

Pacific View. The design team feels that in these locations, straight sidewalks are more harmonious to the building facades.

The sidewalk on Huntington Street is being widened to be 6' wide; however, UDR has decided to replace the entire sidewalk so there will not be a joint along the length of the sidewalk.

Emergency Vehicle Access

Emergency Vehicle Access is provided off of Huntington Street. Due to the dramatic reduction in building footprint on the site compared to the previously entitled version, the building pulls away from the corner of Atlanta and Huntington Streets, creating the need for better Emergency Vehicle Access.

PACIFIC CITY RESIDENTIAL

NARRATIVE ENTITLEMENT PLAN AMENDMENT NO. 14-001
12-5-14 DESIGN REVIEW NO. 14-006
(Revised 2-3-15) VARIANCE REQUEST NO. _____

VARIANCE REQUEST:

To permit a reduction of approximately 12% of the required 1326 parking spaces based on staff's interpretation of the Downtown Specific Plan Parking Sec. 3.2.26.4 and Sec. 3.2.26.6. The project proposes the following parking:

Subterranean Parking under Bldg:
1143 sp
Loop Rd:
24 sp
Total: 1167 sp

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& Building

Sec. 3.2.26.4 Vehicle Spaces Required
Project Description

Unit Type	Quantity	Parking Ratio	Total Parking Required
Studio	46	1.0 sp/du	46
1 bd	176	1.0 sp/du	176
2 bd	223	2.0 sp/du	446
3 bd	71	2.5 sp/du	178
Guest		.5 sp/du	258
Total	516 du		1104 pk sp

Code Requirement of 1104 pk sp
Proposed 1167 pk sp
A surplus of 63 spaces

Sec. 3.2.26.6 Coastal Zone Design Standards
Reg. "A minimum of two on site parking spaces per dwelling unit in the Coastal Zone."

The project proposes 516 residential units 2 x 516 = 1032 parking space minimum. However, staff has interpreted this provision in conjuction with Sec. 3.2.26.6 (summarized above) to require a total of 1326 parking spaces. The project proposes 1167 total parking spaces resulting in a reduction of approximately 12%.

Request: To permit 12% reduction in the proposed total parking, based on the staff interpretation of Downtown Specific Plan Sections 3.2.26.4 and 3.2.26.6.

ATTACHMENT NO. 3.5

In order to support findings for approval for a Variance, respond to the following on a separate page:

(a) What exceptional circumstances apply to the subject property (including size, shape, topography, location or surrounds) that deprive it of privileges normally enjoyed?

As part of the previous entitlement process the current owners of Pacific City Residential are required to build a 2.03 acre public park. As a percentage of the total site area (17.2 acres), the park represents 11.8% of the total site area which is a very large percentage of the site area and is a significant burden to the project.

If the park was not required, these two acres could be used for surface parking, accommodating between 200 and 230 parking spaces. The difference between UDR's proposed parking of 1167 spaces and Planning's interpretation of the parking requirements (1326 spaces) is 159 spaces, which could all be accommodated within the area UDR is being required to set aside and improve as a public park.

Although the public park is an attractive public benefit provided by the project, it effectively burdens the project greatly because the additional parking spaces can only be accommodated in a subterranean garage. The marginal cost of providing the additional spaces below grade is a very high cost that burdens the project. The increased cost includes excavation, additional structure, drainage, mechanical venting and additional stairs and elevator stops.

In addition, UDR's project is particularly burdened due to its proximity to the ocean and the fact that the water table is unusually high. This results in a significantly higher cost to excavate, de-water, and provide appropriate sealing and protection for the lowest level of the underground parking garage, a distinguishing feature of this particular site which adds an even greater level of cost to the additional parking spaces in question.

Additionally, The project is surrounded on four sides with public streets. Two of which, First St. and Atlanta Ave., currently provide 30 spaces of public parking. The project will front onto the new Pacific View Avenue which will also provide new public parking opportunities.

(b) Explain why the request will not constitute a grant of special privilege.

To UDR's knowledge, in the history of the City of Huntington Beach no other multifamily residential project has been required to meet the higher parking ratio that the City's Planning staff now says is required, and no other similarly sited projects are subject to a requirement to improve and dedicate for public use such a large portion of the project site which otherwise could be utilized for parking.

The amount of parking proposed by UDR (1167 total spaces, a 2.26 space/unit ratio) is consistent with Municipal Code Section 231.04, Schedule A, which applies in all portions of the City of Huntington Beach outside the Coastal Zone. The amount of parking proposed by UDR is also consistent with Downtown Specific Plan Section 3.2.26.4, which incorporates the off-street parking requirements of Municipal Code Section 231.04, Schedule A into the Downtown Specific Plan.

The higher amount of parking City Planning staff says is required is based upon staff's interpretation of a provision in the Downtown Specific Plan (Section 3.2.26.6) that was added in 2011 and, as far as UDR has been able to determine, has never been applied to any other multi-family project in the Downtown Specific Plan area. When the City approved the 3 most comparable multi-family residential projects in the Downtown Specific Plan area (Pier Colony, Town Square, and Plaza Almeria) the City Planning staff, Planning Commission, and City Council all utilized the same methodology for calculating parking requirements that UDR is proposing to use for Pacific City. (See, generally, the 12/8/14 separate letter submitted by UDR's counsel, Jeffrey M. Oderman of the law firm of Rutan & Tucker LLP). UDR is not asking for the City to grant it a "special privilege"—it is only asking that it be treated the *same* as every other multi-family residential project in the City.

The amount of parking proposed by UDR is also consistent with the amount of parking approved by the California Coastal Commission for similar multi-family residential projects in coastal communities throughout Southern California. (See 12/8/14 Letter from Rutan & Tucker LLP pp. 10-11 referring to projects in Long Beach and Santa Monica and parking studies performed for other projects from Santa Monica to San Diego.)

(c) Why is this request necessary for the preservation and enjoyment of one or more substantial property rights when compared with other properties in the same zoning designation?

As noted above, the higher amount of parking City Planning staff says is required for UDR's project has never been required of any other multi-family residential project in the City of Huntington Beach, whether inside or outside the Coastal Zone. UDR asks only that it be treated the *same* as every other multi-family residential project in the City.

Pacific City Residential is meeting a high standard of urban design by providing all of its parking underground, as well as making every side of the project a "front" in terms of architecture. Abutting the project to the north is a neighborhood of single and multifamily lots, many of which rely on street parking because these "grandfathered" lots don't comply with current parking standards. Pacific City Residential should not need to overcompensate for parking because of deficient parking on other properties.

(d) State reasons why the granting of the request will not be materially detrimental to the public welfare.

1. UDR's proposed number of parking spaces is more than adequate to park the project. UDR commissioned the traffic engineering firm of Linscott Law & Greenspan to study comparable multifamily projects within the Coastal Zone and make a recommendation on the number of parking spaces that should be provided based for the Pacific City Residential Project. LL&G recommended the UDR provide a maximum of 1,032 parking spaces (2 parking spaces per dwelling unit), which would provide a significant "margin of safety" above the project's actual peak parking demand and would be significantly less than the number of parking spaces which UDR is proposing (1,167 spaces). This parking study has been provided to the City Planning and Traffic Engineering staff.

2. In a popular beachfront area, the first parking to be utilized by City residents, guests and visitors is always the cheapest parking. Street side, metered parking is generally the least expensive parking available except for private guest parking. The presumed rationale for requiring Pacific City Residential to provide an extraordinary amount of parking is the idea that apartment residents will invite guests who will then occupy the metered parking instead of leaving it for City residents and other visitors. However, there is no incentive for Pacific City Residential guests to occupy the street parking, which in contrast to provided guest parking, is unshaded and metered, making guest parking the most desirable parking option for Pacific City guests.

3. Upon completion, the project will be surrounded by a greater number of on-street parking spaces than currently exist. In addition, public parking for a fee is available at the beach and the Pacific City Commercial Center, within walking distance of the project.

Rcvd 1/27/15

PACIFIC CITY RESIDENTIAL PROJECT; SUMMARY OF UDR'S ANALYSIS OF PARKING REQUIREMENTS/DEMAND

UDR proposes to construct **1,166 parking spaces**—1,142 spaces in subterranean garage and 24 surface spaces along loop road (**2.26 spaces/DU**). The following summary explains how this amount of parking satisfies Code requirements and meets the project's parking demand.

1. **UDR's project satisfies the stricter of the 2 separate off-street parking standards set forth in the Downtown Specific Plan (DSP):**

A. DSP §3.2.26.4. See Exhibit A hereto. 46 studio DUs X 1 space/DU=46 spaces; plus 176 1-BR DUs X 1 space/DU=176 spaces; plus 223 2-BR DUs X 2 spaces/DU=446 spaces; plus 71 3-BR DUs X 2-1/2 spaces/DU=178 spaces; plus 0.5 guest spaces/DU X 516 DUs=258 spaces=1,104 total required spaces or 2.14 spaces/DU. **Parking surplus: 62 spaces.**

B. DSP §3.2.26.6. "Each dwelling unit located in the coastal zone shall have a minimum of 2 on-site parking spaces." 516 DUs X 2 spaces=1,032 spaces. (Note: the **entire** DSP area is in the coastal zone.) **Parking surplus: 134 spaces.**

2. UDR's project also satisfies the City-wide off-street parking standard in Muni Code §231.04, Sched. A. (Same as DSP §3.2.26.4 outside Dist. 1.) **Parking surplus: 62 spaces.**

3. **UDR'S project satisfies California Coastal Commission (CCC) policies.** CCC has no adopted minimum off-street parking standards for residential projects and determines the adequacy of parking on a case-by-case basis. CCC has approved many M/F residential projects with parking ratios similar to or less than the ratio proposed by UDR. (See Linscott Law & Greenspan [LL&G] parking study—6 studied projects from Marina del Rey to Newport Beach approved by CCC with parking ratios of 1.27-2.25 spaces/DU.)

4. UDR's project is actually "over-parked." **LL&G determined average peak parking demand of 6 comparable coastal projects to be 1.44 spaces/DU and *maximum* peak parking demand to be 2.00 spaces/DU. UDR's parking surplus: 134 or more spaces.**

5. Institute of Trans. Engrs. (ITE) and Urban Land Institute (ULI) standards consistent with LL&G conclusion (1.2-1.65 spaces/DU needed for apartment complexes).

6. UDR is proposing **50% more parking/DU at Pacific City than at Bella Terra** (2.26 spaces/DU vs. 1.5 spaces/DU). "Apples and oranges" comparison.

7. **City Planning staff position (2.57 spaces/DU required) is unprecedented and *has never been applied to any project in the history of the City.*** Other Downtown projects (Pier Colony, Town Square, Plaza Almeria) all approved consistent with UDR's approach.

8. Planning staff position involves "mix-and-match" commingling of 2 separate DSP parking requirements (§§3.2.26.4 and 3.2.26.6). Staff interpretation requires re-writing of statement in DSP §3.2.26.4 (Figure 3-15) provision that clearly states studio and 1-BR units (and live/work units) must provide only "1 enclosed space per unit." Staff says 1 means 2. (????)

9. No "legislative history" supports Planning staff's assertion that DSP §3.2.26.6 (adopted in 2011) was intended to *sub rosa* change "1" to "2" in Figure 3-15 of §3.2.26.4. UDR has reviewed 40,000 pp. of public records produced by City, which show no such plan/intent. If that *had been* the intent the change (1) would have been clearly articulated to PC, City Council, and CCC (it was not) and (2) would have been made with corrections/modifications to the numbers in Figure 3-15 (again, it was not). Staff's interpretation is contrary to basic rules of interpretation that (1) ordinances must be interpreted in accordance with "the plain and direct import of the terms used" (*i.e.*, the standard of "1 enclosed space per unit" in Figure 3-15 of §3.2.26.4 means what it says), (2) the City must "give meaning to every word of a[n ordinance] if possible" (*i.e.,* you can't simply write the 1-space/DU parking requirement for studio, 1-BR, and live/work DUs in Figure 3-15 out of the DSP), and (3) "conflicting or inconsistent provisions [of an ordinance] should be reconciled to avoid the declaration of an irreconcilable conflict" (*i.e.*, only UDR's interpretation harmonizes and gives full meaning to the language in *both* §3.2.26.4 *and* §3.2.26.6). (58 *California Jurisprudence* 3d, "Statutes," §§85, 91, 114.)

10. **UDR is not asking for "special treatment," only to be treated the same way that every other multi-family residential project in the history of the City of HB has been treated!** UDR does not acknowledge that a parking variance is required for its project. UDR applied for variance only as "back-up" position to provide Planning Commission an alternative basis for approving UDR's more-than-adequate parking plan if PC wishes to do so without having to reject Planning staff's interpretation of DSP. Justifications for variance are clear: (1) UDR's project is being treated more severely than any other M/F residential project in the City's history; (2) UDR's parking supply is significantly more than what is required to satisfy the project's peak parking demand; (3) there will be no adverse impacts on neighbors or availability of on-street parking in area; (4) if UDR were not required to provide large 2.1-acre public park it would have sufficient space to provide additional surface parking; and (5) subterranean garage parking near ocean is extremely expensive (est. $45,000/space).

EXHIBIT "A"

Downtown Specific Plan Section 3.2.26.4, Figure 3-15, sets forth the following off-street parking requirements for residential projects. The parking requirements/standards in Figure 3-15 are identical to those set forth in Municipal Code Section 231.04, Schedule A, which applies city-wide, with the exception of the special provisions that apply in District 1 of the DSP area:

Residential Uses		
Use	District	Off-Street Parking Spaces
Single-family	All Districts	• 2 enclosed, side-by-side or tandem, spaces per unit for up to 3 bedrooms • 1 space for each additional bedroom[1] • 1 additional space where no on-street parking is allowed[2]
Multi-family	District 1 (Excluding Subdistricts)	• Studio and 1 bedroom units: 1 enclosed space per unit • 2 bedroom units: 2 spaces (1 enclosed) per unit • 3 or more bedroom units: 2.5 spaces (1 enclosed) per unit • 0.25 guest spaces per unit
	All Other Districts	• Studio and 1 bedroom units: 1 enclosed space per unit • 2 bedroom units: 2 spaces (1 enclosed) per unit • 3 or more bedroom units: 2.5 spaces (1 enclosed) per unit • 0.5 guest spaces per unit
Live/Work	District 1	• 1 bedroom residential units: 1 space per unit • Commercial: 1 space per 500 sf

[1] All required parking for additional bedrooms shall comply with the following:
- Shall be minimum 9' x 19' in size.
- May be unenclosed (carport or open to sky) or enclosed (garage). If accessed from an alley, a 5-foot setback from the rear property line is required in order to meet the required 25-foot turning radius as required by this Specific Plan and the HBZSO.
- Must be located on private property between the required garage spaces and the public right-of-way (e.g., alley).
- A parallel space (9 feet wide) in front of the garage door does not satisfy this requirement.

[2] All required additional parking spaces where no on-street parking is permitted or planned to be removed shall comply with the following:
- Shall be minimum 9' x 19' feet in size
- Must be unenclosed (carport or open to sky).
- Must meet the 25-foot turning radius as required by the Specific Plan and the HBZSO.
- Must be located on private property between the required garage spaces and the alley and shall be fully accessible from the alley.
- A parallel parking space (9 feet wide) in front of the garage door would satisfy this requirement.

City of Huntington Beach

2000 MAIN STREET CALIFORNIA 92648

DEPARTMENT OF PLANNING AND BUILDING

www.huntingtonbeachca.gov

Planning Division
714.536.5271

Building Division
714.536.5241

February 3, 2015

Mark Oberholzer
MVE & Partners Architects
1900 Main Street, Suite 800
Irvine, CA 92614

SUBJECT: ENTITLEMENT PLAN AMENDMENT NO. 14-001/ VARIANCE NO. 14-007 (PACIFIC CITY RESIDENTIAL) – 21002 PACIFIC COAST HIGHWAY PROJECT IMPLEMENTATION CODE REQUIREMENTS

Dear Applicant,

In order to assist you with your development proposal, staff has reviewed the project and identified applicable city policies, standard plans, and development and use requirements, excerpted from the City of Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes. This list is intended to help you through the permitting process and various stages of project implementation.

It should be noted that this requirement list is in addition to any "conditions of approval" adopted by the Planning Commission. Please note that if the design of your project or site conditions change, the list may also change.

If you would like a clarification of any of these requirements, an explanation of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes, or believe some of the items listed do not apply to your project, and/or you would like to discuss them in further detail, please contact me at jarabe@surfcity-hb.org or 714-374-5357 and/or the respective source department (contact person below).

Sincerely,

Jill Arabe
Associate Planner

Enclosures

cc: Khoa Duong, Building Division – 714-872-6123
Steve Eros, Fire Department – 714-536-5531
Steve Bogart, Public Works Department – 714-374-1692
Kellee Fritzal, Office of Business Development – 714-374-1519
Jane James, Planning Manager
DCO Pacific City LLC, 1745 Shea Center Drive, Suite 200, Highlands Ranch, CO 80129
Bob McCullough, 7 Harcourt Street, 2nd Floor, Boston, MA 02116
Project File

ATTACHMENT NO. 5.1

HUNTINGTON BEACH
BUILDING DIVISION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE:	JANUARY 26, 2015
PROJECT NAME:	PACIFIC CITY RESIDENTIAL
PLANNING APPLICATION NO.:	2014-0103
ENTITLEMENTS:	EPA 14-001/ DR 14-006/ VAR 2014-007
PROJECT LOCATION:	21002 PCH (SOUTHEAST CORNER OF FIRST ST. AND ATLANTA AVE.)
PROJECT PLANNER:	JILL ARABE, ASSOCIATE PLANNER
PLAN REVIEWER:	KHOA DUONG, P.E
TELEPHONE/E-MAIL:	(714) 872-6123 / KHOA@CSGENGR.COM
PROJECT DESCRIPTION:	**EPA:** TO AMEND THE SITE PLANS, FLOOR PLANS, AND ELEVATIONS FOR THE 516 UNIT APARTMENT DEVELOPMENT. **VAR:** TO PERMIT A 159-SPACE DEVIATION TO PARKING REQUIREMENTS.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated January 13, 2014. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

I. CODE REQUIREMENT:

1. Development Impact Fees will be required for new construction.

II. CODE ISSUES BASED ON PLANS & DRAWINGS SUBMITTED:

1. Project shall comply with the current state building codes adopted by the city at the time of permit application submittal. Currently they are 2013 California Building Code (CBC), 2013 California Mechanical Code, 2010 California Plumbing Code, 2013 California Electrical Code, 2013 California Energy Code, 2013 California Green Building Standards Code, and the Huntington Beach Municipal Code (HBMC). Compliance to all applicable state and local codes is required prior to issuance of building permit.
2. Provide building code analysis including type of construction, allowable area and height, occupancy group requirements, exterior wall ratings per Chapter 5 and 7 of the 2013 CBC.
3. Provide Building Data to show:
   - Type of building construction(s)

- Occupancy groups

4. Provide complete site plan –
   a. Show accessible paths of travel from public sidewalk to the building entrances along with maximum slope of 5%; and cross slope of 2%.
   b. Show location of all curb ramps/truncated domes within the accessible paths of travel.
   c. Show set back between exterior walls/projections and property line.
   d. Also, show the location of property lines/set back distance between exterior walls/projection and property line on building elevations.
5. Sheet A-1.3
   a. All accesses with stairway must be accessible to disabled persons. Accessible ramps shall be provided adjacent to the stairs.
   b. The accessible path of travel cannot across the parking entrances with cross slope exceed 2%. Please clarify.
6. Parking garage – Please provide Legend for abbreviations shown parking layout plan.
7. Provide egress plans – Chapter 10 of 2013 CBC
   a. Show the occupant loads in each area/room/floor along with occupant load factors.
   b. Show the exit paths of travel along with distances of travel.
   c. Show location of all fire rated corridors.
   d. Show location of all fire rated exit passageways.
   e. All stairways shafts must comply with Section 1022 of 2013 CBC.
   f. Show required egress for all occupied roof decks.
8. Parking Garage must comply with Section 406 of 2013 CBC.
   a. Provide mechanical ventilation system per Section 406.6.2.
9. For mixed use and occupancy, please comply with Sections 508 and 510 of 2013 CBC.
10. Elevators –
    a. Elevator shafts must comply with Section 713.14 of 2013 CBC.
    b. Distance to elevators must comply with Section 11B-206.2.3.2 of 2013 CBC.
    c. Elevators must comply with Section 11B-407 of 2013 CBC.
11. Provide compliance to disabled accessibility requirements of Chapter 11A and/or 11B of the 2013 CBC.
    a. Parking spaces shall comply with Sections 11B-208 and 11B-501.
    b. Enclosed parking garages must comply with Chapter 11A or 11B.
12. All apartment units must comply with Chapter 11A of 2013 CBC.
13. Provide compliance to disabled accessibility requirements of Chapter 11A and/or 11B of the 2013 CBC.
14. Review and provide compliance with Title 17 of the City of Huntington Beach Municipal Code, Building and Construction. This document can be found online on the city's website.
15. For projects that will include multiple licensed professions in multiple disciplines, i.e. Architect and professional engineers for specific disciplines, a Design Professional in Responsible Charge will be requested per the 2013 CBC, Section 107.3.4.

16. In addition to all of the code requirements of the 2013 California Green Building Standards Code, specifically address Construction Waste Management per Sections 4.408.2, 4.408.3, 4.408.4, 5.408.1.1, 5.408.1.2, and 5.408.1.3 and Building Maintenance and Operation, Section 5.410. Prior to the issuance of a building permit the permitee will be required to describe how they will comply with the sections described above. Prior to Building Final Approval, the city will require a Waste Diversion Report per Sections 4.408.5 and 5.408.1.4.

17. The City of Huntington Beach has adopted the 2013 California Green Building Standards Code Appendices for Electric Vehicle Charging. This adopted Code may be found in the Huntington Beach Municipal Code under; Chapter 17.06.030 Residential Electric Vehicle (EV) Charging and 17.06.040 Non-Residential Electrical Vehicle (EV) Charging

III. COMMENTS:

1. Planning and Building Department encourage the use of pre-submittal building plan check meetings.

2. Separate Building, Mechanical, Electrical and Plumbing Permits will be required for all exterior accessory elements of the project, including but not limited to: fireplaces, fountains, sculptures, light poles, walls and fences over 42" high, retaining walls over 2' high, detached trellises/patio covers, gas piping, water service, backflow anti-siphon, electrical, meter pedestals/electrical panels, swimming pools, storage racks for industrial/commercial projects. It will be the design professional in charge, responsibility to coordinate and submit the documents for the work described above.

3. Provide on all plan submittals for building, mechanical, electrical and plumbing permits, the Conditions of Approval and Code Requirements that are associated with the project through the entitlement process. If there is a WQMP, it is required to be attached to the plumbing plans for plan check.

CITY OF HUNTINGTON BEACH
FIRE DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE:	**January 26, 2015**
PROJECT NAME:	PACIFIC CITY RESIDENTIAL
PETITION(S):	EPA NO. 14-001/ DR NO. 14-006/ VAR NO. 14-007 (PACIFIC CITY RESIDENTIAL)
REQUEST(S):	**EPA: To amend the site plans, floor plans, and elevations for the 516 unit apartment development. VAR: to permit a 159-space deviation to parking requirements.**
PROJECT LOCATION:	21002 PCH (SOUTHEAST CORNER OF FIRST ST. AND ATLANTA AVE.)
PROJECT PLANNER:	JILL ARABE, ASSOCIATE PLANNER
PLAN REVIEWER:	STEVE EROS, FIRE PROTECTION SPECIALIST
TELEPHONE/E-MAIL:	714-536-5531, Steve.Eros@surfcity-hb.org
PROJECT DESCRIPTION:	**EPA: To amend the site plans, floor plans, and elevations for the 516 unit apartment development. VAR: to permit a 159-space deviation to parking requirements.**

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated January 12TH, 2015. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. The review comments below are not to be construed as being all inclusive. **The project is required to comply with all of the adopted Building, Fire, and Municipal Codes in effect at the time of grading and building plan submittal for permit issuance.** If you have any questions regarding these requirements, please contact the Plan Reviewer- Fire: Steve Eros, Fire Protection Analyst.

THE HUNTINGTON BEACH FIRE DEPARTMENT REQUIREMENTS FOR THIS PROJECT ARE AS FOLLOWS:

Compliance with the 2014 Huntington Beach Fire Code, City Specifications, 2013 CBC and CFC (and referenced standards) is required. The applicant shall check with all pertinent regulatory agencies (may include but not be limited to the Division of Oil, Gas, and Geothermal Resources, Orange County Health Care Agency, Regional Water Quality Board, etc.) to determine if those agencies have any additional requirements. **The below list of requirements is not all inclusive and it is the responsibility of the developer to comply with all of the above code requirements and any other applicable code requirements prior to grading or building plan approval.**

ATTACHMENT NO. 5.5

Environmental

Prior to Grading Plan approval, compliance to the following items is required:

Note: The Environmental issues pertaining to the oil wells for this project are still under review by the HBFD. The HBFD is reviewing the mitigation measures required for the abandoned oil wells on this site. Further requirements may be required after the HBFD has concluded their investigation of the existing abandoned oil wells.

For consistency purposes, we are including the requirements stated in the previous project implementation requirements as a reference. As stated above, further requirements may be required.

Environmental Closure Requirements

As documented in the December 16, 2013 Huntington Beach Fire Department (HBFD) Closure Letter, the HBFD reviewed the "Pacific City Environmental Closure Letter" and documents referenced therein, collectively and hereinafter termed "Binder" provided by 21002 HB, LLC dated November 5, 2013. The Binder contains key environmental reports, information, and correspondence concerning the Pacific City project primarily covering the period 2005 to present, and including by reference reports dating back to the 1990's. The HBFD also reviewed the Terra Petra Well Research and Testing report dated October 30, 2013.

The request by 21002 HB, LLC for closure of the Residential portion of the Pacific City project (defined as the area between Pacific View Avenue, Atlanta Avenue, 1st Street, and Huntington Street) was conditionally **approved** under the following circumstances which must be addressed prior to Grading Plan approval and prior to Building Plan approval:

1. Historically, the project site has been utilized for various industrial activities including: active oil operations, power generation, lumber processing, livery stable, and associated appurtenances (e.g., railroad lines, underground storage tanks, and roads). As documented in the Binder, areas of known petroleum hydrocarbon and/or lead-impacted soil have been remediated in accordance with the requirements of *City Specification 431-92, Soil Clean-Up Standards*. However, it is possible that areas of petroleum hydrocarbon and/or lead-impacted soil may remain in place at the site in areas not previously evaluated or investigated, including along the project boundaries (e.g., adjacent to/under sidewalks). It is therefore possible that future site grading activities or street/utility trenching may result in exposure to these potentially impacted soils. If future impacted soils are encountered, the HBFD shall be immediately notified and appropriate investigation, management and documentation shall be required to confirm the remaining soil in such areas meets *City Specification 431-92, Soil Clean-Up Standards*. **All future drawings (building, grading, and/or other plans submitted to the city for review and approval) or work plans involving intrusive work must acknowledge and clearly demarcate, on full size plan pages, known (and newly encountered) impacted areas.**

2. Due to the potential for exposure to impacted soils, the project proponent shall:

   (i) Brief all persons performing intrusive work activities at the site on the locations and potential safety hazards associated with these impacted areas.

   (ii) Implement an on-site full-time environmental monitoring program acceptable to the HBFD.

   (iii) Provide appropriate personal protective and monitoring equipment for construction personnel.

   (iv) Ensure compliance with appropriate agency-required mitigation measures.

   (v) Provide written documentation acceptable to the Huntington Beach Fire Department indicating how the items above will be addressed by the project proponent. This documentation is required to be included in any building, grading, or other plans (as deemed by the HBFD) submitted to the city for review (prior to plan approval).

3. While impacts related to soils not meeting *City Specification 431-92, Soil Clean-Up Standards,* have been historically addressed, operation of future systems integrated within the development will require continued environmental management. Such systems shall also be addressed in building, grading, and other appropriate plans to the satisfaction of the City of Huntington Beach Fire, Public Works, and Building and Planning Departments. Project representatives will be responsible for the management and financial cost of future monitoring programs. In accordance with current and future City ordinance(s) and/or requirement(s), appropriate City of Huntington Beach Departments (Fire, Public Works, Building and Planning Departments, etc.) will need to be notified of these operations, and any associated conditions shall be met. This does not relieve the responsibility of the developer to ensure that these operations are in full compliance with all appropriate rules and regulations promulgated by other concerned agencies (e.g., California Regional Water Quality Control Board, Santa Ana Region, and County of Orange Health Care Agency).

4. Any soil proposed for import to the site and/or any street/utility trenching activities must be documented to comply with *City Specification 431-92, Soil Clean-Up Standards.* These activities may be performed only if the HBFD has been provided with advanced notice and a Work Plan for review and approval.

5. The HBFD concurs with the recommendations (for well venting and methane mitigation systems) presented on pages 17 and 18 of the Well Research and Testing Report dated October 30, 2013. Adherence to the recommendations for well venting and identification, installation of a methane mitigation system (methane barrier, venting, gas detectors/alarms/monitoring devices, blowers, etc.), and other protective measures (as approved by the HBFD and in accordance with City Specifications 422 Oil Well Abandonment Permit Process and City Specification 429 Methane District Building Permit Requirements) is required. In addition, re-testing for gas leakage at each well head is required prior to grading or building plan approvals. Gas leakage testing for each well shall be completed by a qualified environmental consultant and witnessed by the HBFD.

6. A methane mitigation system complying with City Specification 429 (and adhering to the recommendations referenced in item 5 above) shall be provided for any proposed structure at the site. A permit from the HBFD is required for this work and a plan showing compliance with City Specification 429 shall be submitted to the HBFD for review and approval. Prior to grading plan approval (and prior to sampling), a methane soil gas sampling work plan shall be submitted to the HBFD for review and approval. Once sampling is complete, the environmental consultants' summary report and tabulations shall be submitted to the HBFD for review. HBFD concurrence with the methane soil gas summary report shall be obtained prior to grading plan approval.

PLEASE NOTE:

- Conformance to *City Specifications* **DOES NOT** relieve the responsibility of the developer regarding other concerned agency notification and/or approval (e.g., Division of Oil Gas and Geothermal Resources, California Regional Water Quality Control Board, South Coast Air Quality Management District, Department of Toxic Substance Control, County of Orange Health Care Agency, etc.)
- Outside City Consultants. The Fire Department review of this project and subsequent plans will require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the Fire Department to recover consultant fees from the applicant, developer or other responsible party.

Oil Well Requirements

The oil well requirements for this project are still under review by the HBFD. The applicant will be notified of the requirements for the oils wells once the HBFD has reviewed all the pertinent information with appropriate personnel and agencies.

Fire Department Access

1. ***Fire Access Roads*** shall be provided and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access*. Driving area shall be capable of supporting a fire apparatus (75,000 lbs and 12,000 lb point load). The minimum fire access road width is twenty-four feet (24') wide, with thirteen feet six inches (13' 6") vertical clearance. Fire access roads fronting commercial buildings shall be a minimum width of twenty-six feet (26') wide, with thirteen feet six inches (13' 6") vertical clearance. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans.

   Note: The proposed fire department access lane does not comply with the requirements stated in City Specification #401. Specifically, the interior courtyard of all of the buildings exceeds 150' from the closest fire department access lane. This

issue will be addressed through and Alternate Materials and Methods proposal that is approved in concept only.

Note: Further clarifications of the fire department access lane dimensions are required. A specific set of issues was issued to the design team on 12/23/14. These items included specific dimensions of fire department access lanes, turn-around dimensions, gate access, and parking allowances along the proposed fire department access lane.

2. ***Emergency Escape and Rescue*** openings are required in accordance with Section 1029 of the 2013 California Fire Code. Demonstrate compliance with the requirements of Section 1029 of the CBC and CFC.

   Note: **The architectural plans do not show a clear/unobstructed approved access route around the perimeter of each structure. A plan needs to be created show ground ladder placement locations for accessing all 2nd and above level bedroom windows for emergency egress. (FD)**

3. **Stairway access to the roof is required.** Stairway access to the roof shall be in accordance with Chapter 10 of the CBC. Such stairway shall be marked at the street and floor levels with a sign indicating that the stairway continues to the roof.

   Note: The current proposal shows an Equipment Screen that divides the roof area into two separate areas. Doors are required at strategic location to allow Fire Department personnel to pass through these screened areas.

   The roof appears to have several elevation changes on the roof level. Provide access to all portions of each roof by approved means (i.e. an approved stair between roof levels of acceptable durability and construction, openings in parapets to allow Fire Department Access, and as approved by the HBFD). Some buildings (3 and 4) show the same stair accessing two different roof levels. A blow-up detail will be needed at this location.

   Buildings 5 and 6 do not show clearly the roof access to the east side buildings. Sheets A15, A1.14, AND A1.15 do not show how the roof will be accessed on the east building.

   A stair leading to the roof is required on both portions of each building. The current proposal shows that roof access for one side of the building require fire department personnel to travel along a bridge between the two buildings. This proposal is not acceptable and will need to be addressed.

4. ***Main Secured Building Entries*** shall utilize a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings. Reference compliance with City Specification #403 - KNOX® Fire Department Access in the building plan notes.

5. ***Fire Sprinkler System Controls*** access shall be provided, utilizing a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings. The approximate location of the system controls shall be noted on the plans. Reference compliance in the plan notes.

6. ***Elevators*** shall be sized to accommodate an ambulance gurney. Minimum interior dimensions are 7 feet (84") wide by 4 feet 3 inches (51") deep. Minimum door opening dimensions are 3 feet 6 inches (42") wide right or left side opening. Center opening doors require a 4 feet 6 inches (54") width. For Fire Department approval, reference and demonstrate compliance on the building plans. **(FD)**

7. ***Emergency Responder Radio Coverage complying with Section 510 of the California Fire Code is required.*** *Plans to obtain a fire permit for the Emergency Responder Radio Coverage System installation shall be submitted to the HBFD for review and approval.*

8. **Addressing and Street Names**

   Structure or Building Address Assignments. The Planning Department shall review and make address assignments. The individual dwelling units shall be identified with numbers per City Specification # 409 Street Naming and Address Assignment Process. For Fire Department approval, reference compliance with City Specification #409 Street Naming and Address Assignment Process in the plan notes.

   Residential (SFD) Address Numbers shall be installed to comply with City Specification #428, Premise Identification. Number sets are required on front of the structure in a contrasting color with the background and shall be a minimum of four inches (4") high with one and one half inch (½") brush stroke. For Fire Department approval, reference compliance with City Specification #428, Premise Identification in the plan notes and portray the address location on the building. **(FD)**

   Individual Units Addresses. Individual units shall be identified and numbered per City Specification # 409 Street Naming and Address Assignment Process through the Planning Department. Unit address numbers shall be a minimum of four inches (4") affixed to the units front door in a contrasting color. For Fire Department approval, reference compliance with City Specification #409 Street Naming and Address Assignment Process, in the plan notes and portray the address and unit number of the individual occupancy area. **(FD)**

9. **GIS Mapping Information**

a. ***GIS Mapping Information*** shall be provided to the Fire Department in compliance with GIS Department CAD Submittal Guideline requirements. Minimum submittals shall include the following:

- Site plot plan showing the building footprint.
- Specify the type of use for the building
- Location of electrical, gas, water, sprinkler system shut-offs.
- Fire Sprinkler Connections (FDC) if any.
- Knox Access locations for doors, gates, and vehicle access.
- Street name and address.

Final site plot plan shall be submitted in the following digital format and shall include the following:

- Submittal media shall be via CD rom to the Fire Department.
- Shall be in accordance with County of Orange Ordinance 3809.
- File format shall be in .shp, AutoCAD, AUTOCAD MAP (latest possible release) drawing file - .DWG (preferred) or Drawing Interchange File - .DXF.
- Data should be in NAD83 State Plane, Zone 6, Feet Lambert Conformal Conic Projection.
- Separate drawing file for each individual sheet.
  In compliance with Huntington Beach Standard Sheets, drawing names, pen colors, and layering convention. and conform to *City of Huntington Beach Specification # 409 – Street Naming and Addressing.*

For specific GIS technical requirements, contact the Huntington Beach GIS Department at (714) 536-5574.

For Fire Department approval, reference compliance with *GIS Mapping Information* in the building plan notes.

Fire and Life Safety Systems

1. ***Fire Hydrants*** are required. Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. The location and installation of hydrants shall meet the requirements of the 2013 Huntington Beach Fire Code and City Specification # 407 Fire Hydrant Installation, and Public Works Standard requirements. Hydrants shall be placed in locations acceptable to the Huntington Beach Fire and Public Works Departments. Plans shall be submitted to Public Works and approved by the Public Works and Fire Departments.

Private Fire Hydrants are required. City Specification #407 requires an onsite Fire Hydrants when portions of the building are further than 150 feet from an approved fire apparatus access road. Fire Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. Installation of hydrants and service

mains shall meet NFPA 13 and 24, 2013 Edition, Huntington Beach Fire Code Appendix B and C, and City Specification # 407 Fire Hydrant Installation Standards requirements. Private fire hydrants shall not be pressurized by Fire Department Connections to the sprinkler system. The system design shall ensure that recirculation of pressurized water from the hydrant, thru the FDC and back through the sprinkler system supply to the hydrant does not occur. Installation of the private fire service main, including fire department connections, shall meet NFPA 13 and 24, 2013 Edition requirements. Maximum allowed velocity of fire flow in supply piping is 12 fps. The maintenance of private fire hydrants is the responsibility of the owner or facility association. Shop drawings shall be submitted to and approved by the Fire Department. For Fire Department approval, portray the fire hydrants and reference compliance with City Specification #407 Fire Hydrant Installation Standards in the plan notes. **(FD)**

Private Fire Service Connection to the Public Water Supply - Separate plans shall be submitted to the Public Works Department detailing the connection, piping, valves and back-flow prevention assembly (DDCA) for approval and permits. Approval by Public Works and the Fire Department must be completed prior to issuance of a grading permit. The dedicated private fire water service off-site improvements shall be shown on a precise grading plan, prepared by a Licensed Civil Engineer. **(FD)**

On-Site Fire Service Piping (FSP) Application for permit from the HBFD shall be made for on-site Fire Service Piping (FSP), including but not limited to, private fire service mains and underground sprinkler laterals. Maximum allowed velocity of fire flow in supply piping is 12 fps. Additionally, application for permit shall be made for fire protections systems (sprinklers, alarms, chemical, fire pumps, etc.) as applicable.

> Permits may be obtained at the City of Huntington Beach Department Fire Department by completing a Fire Permit Form (available at Fire Administration) and submitting such plans and specifications as required by the bureau of fire prevention. A permit constitutes permission to begin work in accordance with approved plans and specifications. The permit fee includes plan checking and inspections by an authorized fire prevention inspector. Development reviews/approvals by the bureau of fire prevention during planning do not constitute approval to perform FSP or fire protection system work, unless otherwise noted. **(FD)**

Connection to the Public Water Supply - Separate plans shall be submitted to the Public Works Department detailing the connection, piping, valves and back-flow prevention assembly (DDCA) for approval and permits. Approval by Public Works and the Fire Department must be completed prior to issuance of a grading permit. The dedicated private fire water service off-site improvements shall be shown on a precise grading plan, prepared by a Licensed Civil Engineer. **(FD)**

2. ***Fire Alarm System*** is required. A building fire alarm system is required. For Fire Department approval, shop drawings shall be submitted to the Fire Department as separate plans for permits and approval. For Fire Department approval, reference and demonstrate

compliance with CFC Chapter 9 and NFPA 72 on the plans. A C-10 electrical contractor, certified in fire alarm systems, must certify the system is operational annually. **(FD)**

3. ***Automatic Fire Sprinklers*** are required. NFPA13 Automatic fire sprinkler systems are required per Huntington Beach Fire Code for new buildings with "fire areas" 5000 square feet or more or for buildings 10,000 square feet or more. An addition of square footage to an existing building also triggers this requirement.

   Separate plans (two sets) shall be submitted to the Fire Department for permits and approval.

   Automatic fire sprinkler systems must be maintained operational at all times, with maintenance inspections performed quarterly and the system serviced every five years by a state licensed C-16 Fire Protection Contractor.

   For Fire Department approval, reference that a fire sprinkler system will be installed in compliance with the California Fire Code, NFPA 13, and City Specification # 420 - *Automatic Fire Sprinkler Systems* in the plan notes.

   NOTE: When buildings under construction are more than one (1) story in height and required to have automatic fire sprinklers, the fire sprinkler system shall be installed and operational to protect all floors lower than the floor currently under construction. Fire sprinkler systems for the current floor under construction shall be installed, in-service, inspected and approved prior to beginning construction on the next floor above. Exception: Buildings entirely of Type 1 or Type 2 construction. **(FD)**

4. **A Class I standpipe system shall be provided in accordance with Chapter 9 of the California Fire Code, NFPA 13, and NFPA 14.** Hose connections shall be provided in locations acceptable to the HBFD.

5. **Fire Department Connections** shall be provided within 25-50' of fire hydrants in locations acceptable to the HBFD.

6. A methane mitigation system that is acceptable to the Huntington Beach Fire Department is required. A separate permit and plans shall be submitted to the HBFD for review and approval.

7. ***Fire Extinguishers*** shall be installed and located in all areas to comply with Huntington Beach Fire Code standards found in *City Specification #424.* The minimum required dry chemical fire extinguisher size is 2A 10BC and shall be installed within 75 feet travel distance to all portions of the building. Fire extinguishers and associated equipment shall be mounted no higher than 48" above the finished floor. Extinguishers are required to be serviced or replaced annually.

8. ***Exits, Exit Signs, and Emergency Lighting*** *shall be provided in accordance with Chapter 10 of the California Fire and Building Codes.*

   Note: Building 5's courtyard is at different elevations. Provide an egress plan for this building and show how the change in elevation will not affect egress or access to this courtyard.

Fire Master Plan

A Fire Master Plan showing the location of the following is required:

- Buildings
- Hydrants (public and private) and FDC's (and actual travel distance for a person between)
- DCDA's and Sprinkler Risers
- Horizontal Exits and other exits
- Standpipe Hose Connections (with dimensions shown)
- All Fire Protection Systems (reflect what areas each serves)
- FACP (Fire Alarm Control Panel)
- Knox box and key switches
- Electrical Rooms
- Elevator Machine Rooms
- Gate locations
- Fire lane dimensions, lengths, signage and striping, turning radii at corners and turn-arounds.
- Fire Department Access paths (for hose pulls and access in and around building) called out
- Stair locations, and floors served called out
- Fire Extinguishers
- Any hazardous materials
- Fire Lane Signage (no parking), red curbing, any proposed Fire Lane Striping, etc.

NOTE: A separate submittal is required for the Fire Master Plan. A master plan will need to be submitted to the HBFD for review and approval. No approvals will be granted for building permits or site grading until it has been approved. It will need to be a component of the submittal for the building plan review as well as all fire department plans.

Other:

a. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with the California Fire Code.
b. Discovery of additional soil contamination or underground pipelines, etc., must be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification #431-92 Soil Clean-Up Standards.
c. Outside City Consultants. The Fire Department review of this project and subsequent plans may require the use of City consultants. The Huntington Beach City Council approved fee

schedule allows the Fire Department to recover consultant fees from the applicant, developer or other responsible party.

Fire Department City Specifications may be obtained at:

Huntington Beach Fire Department Administrative Office

City Hall 2000 Main Street, 5th floor

Huntington Beach, CA 92648

or through the City's website at **www.surfcity-hb.org**

If you have any questions, please contact the Fire Prevention Division at (714) 536-5411.

CITY OF HUNTINGTON BEACH

PUBLIC WORKS INTERDEPARTMENTAL COMMUNICATION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE:	JANUARY 28, 2015
PROJECT NAME:	PACIFIC CITY RESIDENTIAL
ENTITLEMENTS:	EPA 14-01, DR 14-06
PLNG APPLICATION NO:	2014-0103
DATE OF PLANS:	JANUARY 13, 2015
PROJECT LOCATION:	21002 PCH (SOUTHEAST CORNER OF FIRST ST. AND ATLANTA AVE.)
PROJECT PLANNER:	JILL ARABE, ASSOCIATE PLANNER
TELEPHONE/E-MAIL:	714-374-5357 / JARABE@SURFCITY-HB.ORG
PLAN REVIEWER:	STEVE BOGART, SENIOR CIVIL ENGINEER
TELEPHONE/E-MAIL:	714-374-1692 / SBOGART@SURFCITY-HB.ORG
PROJECT DESCRIPTION:	TO AMEND THE SITE PLANS, FLOOR PLANS, AND ELEVATIONS FOR THE 516-DWELLING UNIT PACIFIC CITY RESIDENTIAL DEVELOPMENT

The following is a list of code requirements deemed applicable to the proposed project based on plans as stated above. The items below are to meet the City of Huntington Beach's Municipal Code (HBMC), Zoning and Subdivision Ordinance (ZSO), Department of Public Works Standard Plans (Civil, Water and Landscaping) and the American Public Works Association (APWA) Standards Specifications for Public Works Construction (Green Book), the Orange County Drainage Area management Plan (DAMP), and the City Arboricultural and Landscape Standards and Specifications. The list is intended to assist the applicant by identifying requirements which shall be satisfied during the various stages of project permitting, implementation and construction. If you have any questions regarding these requirements, please contact the Plan Reviewer or Project Planner.

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO ISSUANCE OF A GRADING PERMIT:

1. A Precise Grading Plan, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. (MC 17.05/ZSO 230.84) The plans shall comply with Public Works plan preparation guidelines and include the following improvements on the plan:

    a. All backflow devices for domestic, irrigate and fire water services shall be located within the landscape area for the Residential Development at a location per Water Division Standards as required by the Public Works Inspector. Backflow devices including the services from the water meters and public waterlines shall not be allowed to be within the Garage footprint area but must be in the landscape and ground area as approved by the Public Works Department. (Resolution 5921 and State of California Administrative Code, Title 17)

b. All backflow devices shall be screened with landscaping or other method as approved by the Public Works Department. (Resolution 5921 and State of California Administrative Code, Title 17)

c. The entire installation for all new meters and services shall be within a public right-of-way or easement (dedicated to the City) per City Water Standards. Dedications for easements shall be shown by separate instrument (with legal description and plat map submitted to Public Works for review and approval).

2. The original project Water Quality Management Plan (2007) shall be amended by the owner of the residential parcel to address the following for the residential component of the project:

   a. Change in Ownership to reflect current owner.

   b. Revise Project Description to accurately describe each approved project component.

   c. Revise Site Plan to correspond with the approved Site Plan for each project component.

   d. Revise BMP Site Plan to accurately show the overall project site and treatment design and all BMPs relevant to each project phase.

   e. Revised Operations and Maintenance Responsibilities to be consistent with the property's CC&R's (recorded on November 20, 2012).

3. The existing driveways on Huntington Street and 1st Avenue shall be removed and replaced with curb, gutter, sidewalk, and parkway (as applicable) per Public Works Standards.

4. The proposed driveways on Huntington Street shall be installed per Public Works Standard Plan No. 211.

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO ISSUANCE OF AN ENCROACHMENT PERMIT:

5. Traffic Control Plans, prepared by a Licensed Civil or Traffic Engineer shall be prepared in accordance with the latest edition of the CAMUTCD and City of Huntington Beach Construction Traffic Control Plan Preparation Guidelines. The plans shall be submitted for review and approval by the Public Works Department.

CITY OF HUNTINGTON BEACH
OFFICE OF BUSINESS DEVELOPMENT
PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE:	**JANUARY 14, 2015**
PROJECT NAME:	PACIFIC CITY RESIDENTIAL
PLANNING APPLICATION NO.:	2014-0103
ENTITLEMENTS:	EPA 14-001/ DR 14-006/ VAR 2014-007
PROJECT LOCATION:	21002 PCH (SOUTHEAST CORNER OF FIRST ST. AND ATLANTA AVE.)
PROJECT PLANNER:	JILL ARABE, ASSOCIATE PLANNER
PLAN REVIEWER:	**Kellee Fritzal, Deputy Director**
TELEPHONE/E-MAIL:	(714) 374-1519/ kfritzal@surfcity-hb.org
PROJECT DESCRIPTION:	**EPA:** TO AMEND THE SITE PLANS, FLOOR PLANS, AND ELEVATIONS FOR THE 516 UNIT APARTMENT DEVELOPMENT. **VAR:** TO PERMIT A 159-SPACE DEVIATION TO PARKING REQUIREMENTS.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated January 13, 2014. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

The EPA meets the Inclusionary Housing Requirements.

ATTACHMENT NO. 5.18

CITY OF HUNTINGTON BEACH
PLANNING DIVISION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE:	**February 2, 2015**
PROJECT NAME:	PACIFIC CITY RESIDENTIAL
PLANNING APPLICATION NO.:	2014-0103
ENTITLEMENTS:	EPA 14-001/ DR 14-006/ VAR 2014-007
PROJECT LOCATION:	21002 PCH (BOUNDED BY ATLANTA AVE., HUNTINGTON ST., PACIFIC VIEW AVE., AND FIRST STREET)
PLAN REVIEWER:	JILL ARABE, ASSOCIATE PLANNER
TELEPHONE/E-MAIL:	714-374-5357 / jarabe@surfcity-hb.org
PROJECT DESCRIPTION:	**EPA:** TO AMEND THE SITE PLANS, FLOOR PLANS, AND ELEVATIONS FOR THE 516 UNIT APARTMENT DEVELOPMENT. **VAR:** TO PERMIT A 159-SPACE DEVIATION TO PARKING REQUIREMENTS.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated January 13, 2014. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

1. All previous code requirements identified in the Department of Planning Development and Use Requirements letter dated June 9, 2004 shall remain in effect.

2. Provide a technical site plan and floor plans with complete dimensions of setbacks (to buildings and patios/balconies), location of utilities, parking space dimensions and drive aisles.

3. A minimum of 1,326 parking spaces shall be required based on the mix of units. Staff counted 1,165 parking spaces within the subterranean garage (different from the table showing 1,167 spaces). **(DTSP Section 2.3.26.4 and 3.2.26.6)**

4. A secondary circulation ramp shall be provided with any level of the parking garage having a minimum of 300 parking spaces. **(HBZSO Section 231.18G-2)**

5. Utility meters shall be screened from view from public rights-of-way. Electrical transformers in a required front or street side yard shall be enclosed in subsurface vaults. Backflow prevention devices shall not be located in the front yard setback and shall be screened from view. **(HBZSO Section 230.76B)**

6. Entitlement Plan Amendment No. 14-001 shall be come null and void unless exercised within one year of the date of final approval or such extension of time as may be granted by the Director

pursuant to a written request submitted to the Planning and Building Department a minimum of 30 days prior to the expiration date. **(HBZSO Section 241.16A)**

7. Entitlement Plan Amendment No. 14-001 shall not become effective until the appeal period following the approval of the entitlement has elapsed. **(HBZSO Section 241.14)**

8. The applicant shall submit a check in the amount of $3,119.75 for the posting of the Notice of Determination at the County of Orange Clerk's Office. The check shall be made out to the County of Orange and submitted to the Planning & Building Department within two (2) days of the Planning Commission's approval of entitlements. **(California Code Section 15094)**

ATTACHMENT NO. 6 – NOT ATTACHED

SEE STUDY SESSION ATTACHMENT NO. 1

Arabe, Jill

From: Surf City Pipeline [noreply@user.govoutreach.com]
Sent: Monday, January 26, 2015 7:54 AM
To: Arabe, Jill
Subject: Surf City Pipeline: You have been assigned a new Request #: 21028

Request # 21028 from the Government Outreach System has been assigned to you by Judy Demers.

Request type: Complaint

Request area: Planning - All Reassigned Inquiries to Planning

Citizen name: Ashley na

Description: I have heard rumors that there will not be enough parking spaces at Pacific City. I live close to downtown and parking is already very difficult, especially in the summer and on the weekends. This city needs to have enough parking spaces per code and allowing these giant corporations to come in and Bully our city is gross. Stand up for this city for once. Make this beautiful surf city first instead of everything else! Also, the High Density is going to ruin this city. Please, Please, please think about this badass surf town!!! Don't ruin it, it is my favorite place on this earth, that is why I pay to live here. I don't make much, but coming home every night to the smell of ocean air is the best. All the money in the world won't change how I feel.

Expected Close Date: January 27, 2015

Click here to access the request

Note: This message is for notification purposes only. Please do not reply to this email. Email replies are not monitored and will be ignored.

ATTACHMENT NO. 7.1

Arabe, Jill

From: Surf City Pipeline [noreply@user.govoutreach.com]
Sent: Monday, January 26, 2015 11:27 AM
To: Arabe, Jill
Subject: Surf City Pipeline: You have been assigned a new Request #: 21029

Request # 21029 from the Government Outreach System has been assigned to you by Judy Demers.

Request type: Complaint

Request area: Planning - All Reassigned Inquiries to Planning

Citizen name: Ross Nash

Description: Am seriously upset by the builder asking now after the fact to decrease agreed parking space in the new Pacific City project by 158 spaces. The builder surely knew in the planning stage of the project what was needed and necessary to get the city to approve this project. Now months later at their own convenience the builder chose to request this abrupt change. They knew full well then what would work and what would not, and now seek the change. The CC would have no way approved this request at the beginning.. The builder chose to schmoes them then to get the project approved, and then tackle what they felt was important at a later more convenient time. Now with the City Forum realizing this, there is much more needed to get this past the CC for approval. Local residents refuse to let this happen being an invasion of their own private property. I am a long time HB resident and refuse to let this builder step all over the residents of this community for their own benefit. They should be held to the amount of the parking space approved. If it won't work, then cut back on the businesses allowed in the complex

Location: Pacific City Builder

Expected Close Date: January 30, 2015

Click here to access the request

Note: This message is for notification purposes only. Please do not reply to this email. Email replies are not monitored and will be ignored.

ATTACHMENT NO. 7.2

Arabe, Jill

From: Surf City Pipeline [noreply@user.govoutreach.com]
Sent: Monday, January 26, 2015 11:29 AM
To: Arabe, Jill
Subject: Surf City Pipeline: You have been assigned a new Request #: 21036

Request # 21036 from the Government Outreach System has been assigned to you by Judy Demers.

Request type: Comment

Request area: Proposed Major Development Projects

Citizen name: Anne Hinkey

Description: I have heard that Pacific City is asking to have the required number of parking spaces reduced. The guidelines for the number of parking spaces needed for this developement were well thought out. I see no reason to change those requirements now. AND absoulutely, NO "in lieu fees"! I don't see how money is going to help the poor person circling the block 20 times. It's getting tough already. I don't want our downtown parking situation to become like Downtown Long Beach.

Expected Close Date: January 27, 2015

Click here to access the request

Note: This message is for notification purposes only. Please do not reply to this email. Email replies are not monitored and will be ignored.

ATTACHMENT NO. 7.3

De Coite, Kim

From: Carol Woodworth [kwoodworth@socal.rr.com]
Sent: Tuesday, January 27, 2015 3:48 PM
To: De Coite, Kim
Subject: Pacific City Parking

Dear HB Planning Commissioners,

Please deny the developer at Pacific City their requested parking variance (14-007) which would remove 124 parking spaces from their current total.

This loss of parking for the new residents at Pacific City will create other problems in our city and in all likelihood impact parking for the residents on the state streets as well as First, 2nd, 3rd/Lake, Walnut, Olive, and Orange streets.

Please do not allow any more parking fees in-lieu of actual parking spaces. New projects need to provide necessary services that support the new building. Shared parking is not working in other parts of the city ie. Bella Terra. Please do not assume it will work in other places.

Thank you for your time and your service to the citizens of Huntington Beach.

Carol Woodworth
Huntington Beach

ATTACHMENT NO. 7.4

De Coite, Kim

From: Shaun Land [shaun.land@gmail.com]
Sent: Tuesday, January 27, 2015 3:49 PM
To: De Coite, Kim
Subject: Fwd: Pacific City 158 space parking variance request - please REJECT

Hi Kim,

Thanks for the help today. Please include this in your packet tonight and for the public hearing in two weeks.

Shaun Land
714-349-1000 cell

---------- Forwarded message ----------
From: **Shaun Land** <shaun.land@gmail.com>
Date: Tue, Jan 27, 2015 at 3:37 PM
Subject: Pacific City 158 space parking variance request - please REJECT
To: planning.commission@surfcity-hb.org, Shaun Land <shaun.land@gmail.com>, john.canalis@latimes.com, kathleen.luppi@latimes.com

Planning Commission,

My family and I have been residents of Huntington Beach for over 20 years, and having lived downtown the entire time (except for 2 of those years), and a homeowner for most of those years, I implore you to reject the Pacific City parking variance request.

A-1. ENTITLEMENT PLAN AMENDMENT NO. 14-001/VARIANCE NO. 14-007 (PACIFIC CITY RESIDENTIAL) - http://www.huntingtonbeachca.gov/files/users/planning/pc012715_SSA1.pdf

This request currently asks for reduction of 158 parking spaces, spaces that are desperately already needed downtown. And once the Pacific City project is completed, those spaces will be even more critical to the long-term needs of the HB downtown mixed use district.

The VALUE of those spaces is almost $8 Million dollars. The in-lieu fees alone would collect $4.7M for Huntington Beach. And the cost for the City of Huntington Beach to build 158 stalls in a parking garage, would be ~$7.9 Million, based on a reported estimate from HB's planning department of $50,000 cost per stall.

As a member of Huntington Beach Community Forum, with over 8,100 members, there have been many threads on the parking, parking in-lieu fees and Pacific City topics. From all the posts which I have read, not ONE member of HBCF has been an advocate of any parking reduction requests by builders or the in-lieu fee program in general. In fact, ALL members of this forum who have commented, unanimously reject development parking space reduction requests AND the parking-in-lieu fee program. And YOU, as officials representing the best interest of the City of Huntington Beach AND it's residents, should support the community's desires and best interests of the City of HB, and should NOT support the best interests of developers when there is a 'cost' to the city and/or it's residents, including: direct costs ($$), aesthetics, traffic/congestion, and long term viability of a district.

If I am missing something here... please let me know. I am all ears.

ATTACHMENT NO. 7.5

I request the following:

1. Require the Pacific City developer to provide ALL PARKING SPACES as required by code. Decline the 158 space reduction request. This request ONLY benefits the developer - and has ZERO benefit for the City of Huntington Beach and it's residents. If the request was to reduce the development by ONE PARKING SPACE, the community would still demand that you decline the request. So please require all parking spaces to be provided as per code for this project.

2. Do NOT allow any "Parking in-liue fees" for the Pacific City development. The Planning Department has no realistic plans or strategy for use of the parking in-lieu fees to benefit the downtown district. The in-lieu program was supposed to fund alternative parking solutions. Yet, for the downtown district, there is no way for HB to provide the alternative parking measures, even with the funds in hand. Examples: There is nowhere to build a parking structure downtown. There is nowhere to provide "valet parking" for Main Street visitors. There is no-where to provide "tram/trolly/etc. " assisted parking downtown. So basically, the in-lieu fee program has no way to support the Downtown district... so why collect parking in-lieu fees from downtown and neighboring developments? You shouldn't.

I would appreciate any and all feedback by you (individually) on this matter. Please use my email to represent me in tonight's Planning Commission study session on this subject, as I cannot make the meeting tonight.

Thank you,

Shaun Land
714-349-1000 cell

De Coite, Kim

From: Alan Ray [alanraycpa@gmail.com]
Sent: Tuesday, January 27, 2015 3:49 PM
To: De Coite, Kim
Subject: Fwd: Undeliverable: No parking variance for Pacific City apartments

Kim, I am sending you the email below because the Planning Commission website is down. Thanks!

Alan Ray

---------- Forwarded message ----------
From: <postmaster@surfcity-hb.org>
Date: Tue, Jan 27, 2015 at 3:22 PM
Subject: Undeliverable: No parking variance for Pacific City apartments
To: alanraycpa@gmail.com

---------- Forwarded message ----------
From: Alan Ray <alanraycpa@gmail.com>
To: <planning.commission@surfcity-hb.org>
Cc:
Date: Tue, 27 Jan 2015 15:22:45 -0800

Subject: No parking variance for Pacific City apartments

I urge the Planning Commission to deny the parking variance for the apartments at Pacific City. I believe it will have a negative impact on surrounding residences and businesses. The developer should adhere to existing regulations at a minimum.

Regards,

Alan Ray
17322 Breda Ln
Huntington Beach CA 92649

ATTACHMENT NO. 7.7

De Coite, Kim

From: Rich Davis [richdavis@primelending.com]
Sent: Tuesday, January 27, 2015 3:57 PM
To: De Coite, Kim
Subject: Pacific City

I am unable to attend tonight's meeting but I wanted to go on record that **I oppose any parking variances be granted to Pacific City.** Parking is at a premium as it is, and where ever the future of this project goes, they need to honor what has already been approved. We need to be careful that we don't make the Downtown parking and traffic more troublesome than what is in now. New projects should improve the current situation, not add to the problem.

I am a Huntington Beach resident at 1812 Alsuna Ln, HB, Ca 92648

Thank You,

1643 E Lincoln Ave
Orange, CA 92865

PrimeLending, A PlainsCapital Company NMLS # 13649, Equal Housing Lender.

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******* NOT A CONTRACT *******

ATTACHMENT NO. 7.8

Nothing within this email is to be construed as forming a contract, an offer or an acceptance. The email signature block does not constitute a signed writing for purposes of a binding contract. The sender of this email is not authorized, and has no intent, to make offers or contracts by email.

De Coite, Kim

From: Gary Tarkington [garytarkington@msn.com]
Sent: Tuesday, January 27, 2015 4:17 PM
To: De Coite, Kim
Subject: Tonight's meeting!!

I encourage everyone that is concerned with the developer asking for a parking variance to attend and let the commission know you are against this request due to the impact it may have on the surrounding neighborhood.
I DO NOT want the parking variance to be changed!!! NO to any new variance!!! We have enough traffic and parking problems!!
Thank you for your time.
Ann Tarkington
Huntington Beach

ATTACHMENT NO. 7.10

De Coite, Kim

From: Ron Sterud [ronsterud@yahoo.com]
Sent: Tuesday, January 27, 2015 4:23 PM
To: De Coite, Kim
Subject: Parking variance

Greetings. Please forward to the planning commission this evening.

Dear commissioners.

I am writing to you this afternoon to request you deny the parking variance that has been requested by the developer of Pacific City Apartments. This variance may have a negative impact on the surrounding neighborhood as well as the general down town area. Thank you for your service.

Blessings

Ron Sterud

Sent from my iPhone

ATTACHMENT NO. 7.11

De Coite, Kim

From: tdelucaiii [tdelucaiii@yahoo.com]
Sent: Tuesday, January 27, 2015 4:25 PM
To: De Coite, Kim
Subject: Planning Commission discussion

How about a general moratorium on all new HD till we can assess the social and driving impact/damage of what is already in the works... My concern is that I expect that within a single month somewhere down the line cars will just become obsolete because in gridlock they will be moving slower than walking... More rage, more frustration, and more accidents... This is just how I feel at the moment...

ATTACHMENT NO. 7.12

De Coite, Kim

From: Ashley Meier [ashley@a2blegal.com]
Sent: Tuesday, January 27, 2015 4:25 PM
To: De Coite, Kim
Subject: PACIFIC CITY PARKING

Dear Commissioners, At your next commission meeting I am requesting that you deny the developer at Pacific City their requested parking variance (14-007). This loss of parking for the new residents at Pacific City will create other problems in our city and in all likelihood impact parking for the residents on the state streets as well as First, 2nd, 3rd/Lake, Walnut, Olive, and Orange streets.

Thank you for your time and your service to the citizens of Huntington Beach.

Best Regards,

Ashley Meier
Negotiator

A2B Legal APLC

1855 W. Katella Ave Ste.100
Orange, CA 92867
(714)771-2414-Bus
(888)713-1919-Fax
M-F 10-7pm PAC

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De Coite, Kim

From: Rob Pool [rob.pool.oc@gmail.com]
Sent: Tuesday, January 27, 2015 4:26 PM
To: De Coite, Kim
Subject: Pacific City Parking Variance

I am writing to state my opposition to the parking variance being considered for the Pacific City project. It will negatively impact the surrounding neighborhoods. If a developer wants to build any projects in our city, they should realize they must abide by the current building codes, not have them changed after the project has begun.

Thank you for listening.

Rob Pool

Sent from Rob Pool's iPhone

ATTACHMENT NO. 7.14

De Coite, Kim

From: Ron Troxell [ront@troxellusa.com]
Sent: Tuesday, January 27, 2015 4:27 PM
To: De Coite, Kim; Michael Hoskinson; Lyn Semeta
Cc: Georgina Work; Ron Sterud; Cari Swan; City Council Erik Peterson
Subject: Variance for pacific city parking

Please reject the variance filed for reduced parking at the new pacific city apartments.

1. Inadequate parking is already a substantial issue for the downtown area.
2. Reduced parking will impact the surrounding neighborhoods.
3. Downtown rental rates are high and result in rental sharing. This generates multiple vehicles per unit.

Ron Troxell - I Pad
Troxell USA
18392 Enterprise Lane HB CA 92648
Tele: 714-847-0880
Fax: 714-847-4242
Office Email RVT@TroxellUSA..com

Www.TroxellUSA.com

ATTACHMENT NO. 7.15

De Coite, Kim

From: Lydia [bluelydia@gmail.com]
Sent: Tuesday, January 27, 2015 4:28 PM
To: De Coite, Kim
Subject: Fwd: Pacific City apartments

Hi, the email was returned as undeliverable...

---------- Forwarded message ----------
From: "Lydia" <bluelydia@gmail.com>
Date: Jan 27, 2015 4:18 PM
Subject: Pacific City apartments
To: <planning.commission@surfcity-hb.org>
Cc:

Hello Planning Commissioners,

I would like to request to not allow the developer of the Pacific City apartments for a parking variance. We've allowed too many other developers parking variances and it has negatively affecting locals in the area and creates unnecessary gridlock. The city approved the original plans and the developer agreed to it.
The residents of this city are taking a much closer look at these projects and we will not allow "business as usual" to continue any longer. Please listen to the voters and residents who live here and not to developers who only have their interest in mind.

Thank you for your time,

Lydia Dupont

ATTACHMENT NO. 7.16

De Coite, Kim

From: Wendy Hawkins [wendyhawkins71@gmail.com]
Sent: Tuesday, January 27, 2015 4:31 PM
To: De Coite, Kim
Subject: Parking issues

Dear Commissioners, At your next commission meeting I am requesting that you deny the developer at Pacific City their requested parking variance (14-007). This loss of parking for the new residents at Pacific City will create other problems in our city and in all likelihood impact parking for the residents on the state streets as well as First, 2nd, 3rd/Lake, Walnut, Olive, and Orange streets.

Thank you for your time and your service to the citizens of Huntington Beach.

Kind Regards,
Wendy Hawkins

Sent from my iPhone

ATTACHMENT NO. 7.17

De Coite, Kim

From: T Pool [surfcitysocal@gmail.com]
Sent: Tuesday, January 27, 2015 4:32 PM
To: De Coite, Kim
Subject: Pacific City parking variance

I'm writing to express my opposition to the requested variance for the Pacific City project.

I attended the GPAC meeting last week and of the many subjects discussed, one the city's objectives that it paid a company $2 million dollars to develop, is to maximize the Huntington Beach experience for tourists and visitors and to improve the quality of life for Huntington Beach residents in a variety of ways.

How will a decreased number of parking spaces maximize the Huntington Beach experience for tourists and visitors, and the resultant parking spillover improve the quality of life of for Huntington Beach residents, both those in the neighborhoods surrounding Pacific City and future residents of Pacific City?

The parking variance request is wrong and needs to be stopped.

Thank you,

Teri Pool

ATTACHMENT NO. 7.18

De Coite, Kim

From: Thompson, Deanne [DThompson@ochca.com]
Sent: Tuesday, January 27, 2015 4:35 PM
To: De Coite, Kim
Subject: Planning Commission Meeting - Pacific City Parking Variance Request

Dear Commissioners, at your next commission meeting I am requesting that you deny the developer at Pacific City their requested parking variance (14-007). This loss of parking for the new residents at Pacific City will create other problems in our city and in all likelihood impact parking for the residents on the state streets as well as First, 2nd, 3rd/Lake, Walnut, Olive, and Orange streets.

Thank you for your time and your service to the citizens of Huntington Beach.

Deanne Thompson
20802 Sparkman Lane
Huntington Beach, CA 92646

ATTACHMENT NO. 7.19

Arabe, Jill

From: De Coite, Kim
Sent: Wednesday, January 28, 2015 8:09 AM
To: Arabe, Jill
Subject: FW: Pacific City

For the file

Kimberly De Coite
Administrative Assistant
Planning and Building Department
714-536-5276
kdecoite@surfcity-hb.org

From: Irina Suvorov [mailto:isuvorov@aol.com]
Sent: Tuesday, January 27, 2015 8:09 PM
To: De Coite, Kim
Subject: Pacific City

Dear Commissioners,
At your next commission meeting I am requesting that you deny the developer at Pacific City their requested parking variance (14-007). This loss of parking for the new residents at Pacific City will create other problems in our city and in all likelihood impact parking for the residents on the state streets as well as First, 2nd, 3rd/Lake, Walnut, Olive, and Orange streets.

Thank you for your time and your service to the citizens of Huntington Beach.

Best regards,

Irina Suvorov
Sent from my iPad

Tel: +1 714-536-0387 or +1 714-316-8234
Fax:+1 714-536-8797

Visit our website:
http://www.desertclassicdancesport.com
Find us on Facebook
http://www.facebook.com/DesertClassicDanceSportChampionships
Follow us on Twitter
http://twitter.com/#!/isuvorov
Connect with us on Linked In
http://www.linkedin.com/in/isuvorov
Watch and Subscribe on You Tube
http://www.youtube.com/user/TheDesertClassic
View our competition photos on Flickr
http://www.flickr.com/photos/desertclassic

ATTACHMENT NO. 7.20

Arabe, Jill

From: De Coite, Kim
Sent: Wednesday, January 28, 2015 11:53 AM
To: Arabe, Jill
Subject: FW: Parking proposal

From: Ray Scrafield [mailto:octoolguy@gmail.com]
Sent: Wednesday, January 28, 2015 11:48 AM
To: De Coite, Kim
Subject: Parking proposal

Dear Commissioners, At your next commission meeting I am requesting that you deny the developer at Pacific City their requested parking variance (14-007). This loss of parking for the new residents at Pacific City will create other problems in our city and in all likelihood impact parking for the residents on the state streets as well as First, 2nd, 3rd/Lake, Walnut, Olive, and Orange streets.

Thank you for your time and your service to the citizens of Huntington Beach.

Ray and Barbara Scrafield
16444 Bolsa Chica St. spc. 108
Huntington Beach, Ca. 92649

ATTACHMENT NO. 7.21

Arabe, Jill

From: De Coite, Kim
Sent: Tuesday, February 03, 2015 9:31 AM
To: Arabe, Jill
Subject: FW: REDUCE PARKING AT PACIFIC CITY

From: JD miles [mailto:jdmiles@outlook.com]
Sent: Tuesday, February 03, 2015 9:30 AM
To: Planning Commission
Subject: REDUCE PARKING AT PACIFIC CITY

I would like to request that the Planning Commission refuse to reduce parking at Pacific City.

Huntington Beach has experienced a lot of problems which were created by reduced parking at shopping malls and other residential projects. Reduced parking causes problems for the renters, visitors and adjoining neighborhoods.

JD MILES
19316 Wingedfoot
Huntington Beach, CA

ATTACHMENT NO. 7.22

Arabe, Jill

From: De Coite, Kim
Sent: Wednesday, February 04, 2015 9:06 AM
To: Arabe, Jill
Subject: FW: Regarding Pacific City

Importance: High

From: Ann Tarkington [mailto:garytarkington@msn.com]
Sent: Wednesday, February 04, 2015 8:42 AM
To: Planning Commission
Subject: Regarding Pacific City
Importance: High

Regarding the Pacific City parking situation, the city's # of parking spots required is way too low, and any reduction in parking allowed is an abomination of ethical responsibilities that will doom our city street and quality of life, and their careers at the next election!
You need to pay attention!!
Thank you for your time.
Ann Tarkington
Huntington Beach, CA.

ATTACHMENT NO. 7.23

Rcvd 12/19/14

LINSCOTT LAW & GREENSPAN engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

December 19, 2014

Mr. Robert McCullough
UDR, Inc.
7 Harcourt Street, 2nd Floor
Boston, Massachusetts 02116

LLG Reference: 2.14.3466.1

Subject: ***Final* Parking Study for the Proposed Pacific City Apartments (Coastal Zone Analysis)** - Huntington Beach, California

Dear Mr. McCullough:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Parking Study for the proposed Pacific City Apartments project in the City of Huntington Beach, California. The project site is located on the future block of First Street, Atlanta Avenue, Huntington Street, and Pacific View Avenue (future). This study has been prepared to determine the appropriate parking demand for the proposed Project based on empirical data from other comparable properties located within the Coastal Zone and technical reference manuals.

Figure 1, attached, presents the site plan for the proposed Pacific City Apartments project. As presented in *Figure 1*, the proposed Project includes the construction of six (6) three and four-story podium buildings with ancillary clubhouse and amenity structures totaling 516 residential dwelling units (DU). The proposed unit mix consists of the following:

- 50 - Studios
- 188 - One Bedroom
- 211 - Two bedrooms
- 67 - Three Bedrooms

CITY CODE AND DOWNTOWN SPECIFIC PLAN RATIOS

The City's Municipal Code specifies the following parking requirements for residential uses:

City Code: Multi-Family

- Studio/one-bedroom units – 1 enclosed space per unit
- Two-bedroom units – 2 spaces (1 enclosed) per unit
- Three or more-bedroom units – 2.5 spaces (1 enclosed) per unit
- Guests – 0.5 spaces per unit

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

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Applying the City Code ratio results in a parking requirement of 1,086 parking spaces for the 516 dwelling units with a "blended" ratio of ***2.10 spaces per unit*** is derived. This resultant parking ratio (based strictly on City Code calculation) is conservative and overestimates the potential parking needs of the project.

In addition to City Code ratios, the City has adopted other ratios for residential uses as part of the Downtown Specific Plan (DSP). The DSP ratios are as follows:

Downtown Specific Plan: Multi-Family (Coastal Zone)

- Minimum 2 spaces per unit in Coastal Zone

Applying the DSP ratios (presuming a minimum of ***2.0 spaces per unit*** based on the Coastal Zone requirement) to the proposed 516 units yields a total requirement of 1,032 parking spaces. This resultant parking ratio, like the City Code ratio, is also conservative and overestimates the potential parking needs of the project, as discussed in the next section.

COMPARISON OF PARKING RATIOS

In discussions with City Staff, concerns were raised over the unique nature of the Coastal Zone and the impact that might have on parking demand for multi-family residential developments. To address the concerns, only comparable properties located within the Coastal Zone were selected (See ***Table 1***). As presented in *Table 1*, six (6) comparable sites were selected based on their location within beach communities and proximity to the coast/beach similar to the proposed Pacific City Apartments Project. *Table 1* includes each site's characteristics such as the number and type of residential units, parking supply information, and the parking supply ratios, which range from 1.27 spaces per unit to 2.25 spaces per unit. While parking supply data can be limited in its application, it is important in so far as it disproves that the parking demand data was supply constrained.

Also as shown in *Table 1*, the total number of dwelling units range from 130 DU's to 583 DU's and the mix consists of primarily one and two-bedroom units with two of the sites including three-bedroom units. While the proposed project includes a greater percentage of three-bedroom units than comparable sites, it also includes a greater percentage of studios. The comparable sites parking data shows a moderate to strong correlation between the number of bedrooms and demand for parking as shown below.

As a result, based on the data provided in the table below, the peak parking demand should in no event exceed 1.67 spaces per unit or 861 spaces, which equates to 1.00 spaces per bed for the proposed Project.

Property	Avg. Beds/Unit	Peak Parking Demand Ratio (Spaces/Unit)	Peak Parking Demand Ratio (Spaces/Bed)
Pier Colony	1.54	1.19	0.78
Jefferson at Marina del Rey	1.83	1.67	0.91
Westerly at Lincoln	1.34	1.24	0.93
Playa Pacifica	1.19	1.13	0.95
Balboa Bay Club	1.86	1.15	0.62
900 Ocean Boulevard	1.29	0.83	0.64
Correlation:		***0.59***	

The six (6) comparable sites are located within the Coastal Zone in Marina del Rey, Hermosa Beach, Huntington Beach, Newport Beach, and Long Beach. The six (6) existing developments are all gate controlled properties and are summarized according to form of ownership, parking supply, and the availability of on-street parking:

- Pier Colony – Huntington Beach (130 DU & 292 parking spaces)
  - Condominiums
  - Parking Supply: 2.25 spaces/DU
  - Metered on-street parking available adjacent to the site (30 on-street metered parking spaces on both sides of the two streets adjacent to the site).
- Jefferson at Marina del Rey – Marina del Rey (298 DU & 662 parking spaces)
  - Apartments
  - Parking Supply: 2.22 spaces/DU
  - Unrestricted on-street parking available adjacent to the site (approximately 40 on-street parking spaces on both sides of the two streets adjacent to the site with parking).
- Westerly on Lincoln – Marina del Rey (583 DU & 1,217 parking spaces)
  - Apartments
  - Parking Supply: 2.09 spaces/DU
  - No on-street parking available adjacent to the site.
- Playa Pacifica – Hermosa Beach (285 DU & 462 parking spaces)
  - Apartments
  - Parking Supply: 1.62 spaces/DU
  - Unrestricted on-street parking available adjacent to the site (approximately 25 on-street parking spaces on the three streets adjacent to the site).
- Balboa Bay Club – Newport Beach (145 DU & 271 parking spaces)
  - Apartments

- Parking Supply: 1.87 spaces/DU
- No on-street parking available adjacent to the site.

➢ 1900 Ocean Boulevard – Long Beach (265 DU & 337 parking spaces)
- Condominiums
- Parking Supply: 1.27 spaces/DU
- Unrestricted on-street parking available adjacent to the site (approximately 10 on-street parking spaces on the one street adjacent to the site with parking).

Appendix A, attached, contains the detailed weekday and weekend hourly count data for the six (6) sites. The sites were counted on a typical weekday (Thursday) and weekend day (Saturday) between 12:00 PM (Noon) and 1:00 AM.

Table 2 presents a summary of the existing parking supply ratios and observed peak parking demand ratios based on the number of units at the comparable sites. *Table 2* also presents the unit occupancy levels at each study site, which ranges between 94% and 100%. As presented in *Table 2*, the observed peak parking demand ratios for these facilities range between 0.83 spaces per unit (i.e. 1900 Ocean Boulevard) and 1.67 spaces per unit (i.e. Jefferson at Marina del Rey). In addition, the observed average peak parking demand ratio for the six (6) sites was 1.23 spaces per unit. By comparison, the average total parking supply ratio was 1.90 spaces per unit.

The results of the study were conclusive, showing that the actual demand for multi-family residential demand was significantly less than the Huntington Beach Parking Code requirement. This outcome is supported by LLG's previous field studies of actual parking demand at existing sites similar to the project in addition to parking demand/empirical ratio compilations from other sources.

PROJECT PEAK PARKING DEMAND ANALYSIS

Table 3 presents a parking demand summary by providing a comparison of parking ratios from various sources, and underscores the fact that the ratio of 2.10 spaces per unit derived from the strict City Code calculation is greater than all of the peak parking ratios compiled. Comparing the minimum ratio of 2.0 spaces per unit (derived from the application of DSP Plan Coastal Zone ratios) against the parking rates presented in *Table 3* shows that the minimum ratio of 2.0 spaces per unit is consistent with the maximum derived peak parking ratio. It should be noted that the peak parking demand (greater of the weekday or weekend count) for each study site, presented in Table 2, was increased by 20%; 10% to account for any daily variation and/or any minor on-street parking that was not collected in the parking utilization counts plus an additional 10% to account for seasonal (summer) variation, which is typically approximately 5% to 10% on a peak hour traffic volume basis during the

LINSCOTT LAW & GREENSPAN engineers

summer months. It should be noted that parking utilization counts were conducted in October 2014 on warm and sunny days that could have attracted beach visitation.

This array of peak parking rates yields an average ratio of 1.44 occupied spaces per unit, an 85th percentile ratio of 1.62 occupied spaces per unit, and a maximum ratio of 2.00 occupied spaces per unit (based on the Jefferson at Marina del Rey development located within the Marina del Rey Coastal Zone).

Parking Generation (4th Edition) published by the Institute of Transportation Engineers (ITE) and *Shared Parking* (2nd Edition) published by the Urban Land Institute (ULI) provide peak parking ratios for apartment complexes, as summarized in the middle portion of *Table 3*. These parking ratios range from 1.20 spaces per unit (average ratio per ITE) to 1.65 spaces per unit (ULI *Shared Parking*).

Lastly, as shown in the last column of *Table 2*, which indicates an average peak guest/public parking demand of 0.134 spaces per unit, the City of Huntington Beach code requirement of 0.5 spaces per unit is well in excess of the anticipated demand for the proposed Project, as the study data shows.

CONCLUSION

Based on the above, we conclude that the appropriate total parking ratio for the proposed Pacific City Apartments project is ***2.00 parking spaces per unit***, which equates to a total peak parking demand of ***1,032 parking spaces***. As a result, it is recommended that a minimum of 1,032 on-site parking spaces be provided for the proposed Pacific City Apartments project.

We appreciate the opportunity to provide this analysis. Should you have any questions, please call us at 949.825.6175.

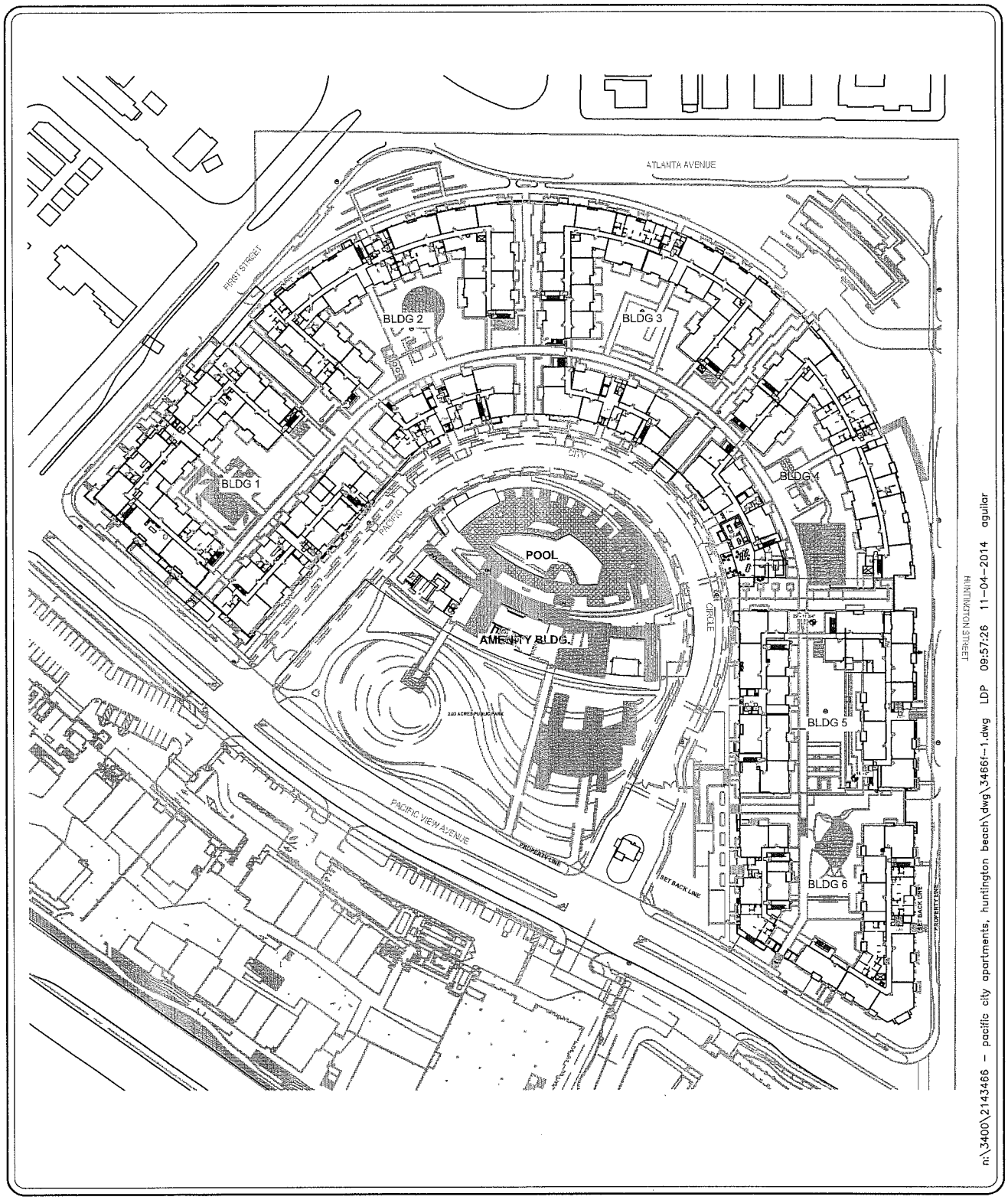
Sincerely,
Linscott, Law & Greenspan, Engineers

Keil D. Maberry, P.E.
Principal

Attachments

REGISTERED PROFESSIONAL ENGINEER
KEIL D. MABERRY, P.E.
No. 1802
Exp. 6.30.15
TRAFFIC
STATE OF CALIFORNIA

ATTACHMENT NO. 8.5



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

FIGURE 1

PROPOSED SITE PLAN
PACIFIC CITY APARTMENTS, HUNTINGTON BEACH

ATTACHMENT NO. 8.6

TABLE 1
DESCRIPTION OF COMPARABLE SITES
UNIT TYPE MIX AND ON-SITE PARKING SUPPLY
Pacific City Apartments, Huntington Beach

PROPERTY NAME / ADDRESS	UNIT TYPE MIX [1]					TOTAL ON-SITE PARKING SUPPLY			PARKING SUPPLY RATIO [2]
	Studio	One-Bedroom	Two-Bedrooms	Three-Bedrooms	Total	Residential	Public/Guests	Total	
1. Pier Colony 200 Pacific Coast Highway, Huntington Beach	0	60	70	0	130	226	66	292	2.25
2. Jefferson at Marina del Rey 3221 Carter Avenue, Marina del Rey	0	82	184	32	298	588	74	662	2.22
3. Westerly on Lincoln 13603 Marina Pointe, Marina del Rey	39	343	201	0	583	1,139	78	1,217	2.09
4. Playa Pacifica 415 Herondo Street, Hermosa Beach	83	148	54	0	285	439	23	462	1.62
5. Balboa Bay Club 1221 West Coast Highway, Newport Beach	30	21	63	31	145	271	No Data	271	1.87
6. 1900 Ocean Boulevard 1900 Ocean Boulevard, Long Beach	0	189	74	2	265	337	No Data	337	1.27

[1] The site characteristics, including the unit type breakdown were provided by UDR representatives.

[2] The parking supply ratios were derived by dividing the total parking supply by the total number of units.

TABLE 2
SUMMARY OF PARKING DEMAND RATIOS [1]
COMPARABLE SITES
Pacific City Apartments, Huntington Beach

COMPARABLE SITES	TOTAL NO. OF DWELLING UNITS [2]	UNIT OCCUPANCY LEVELS [2]	EXISTING ON-SITE		EXISTING OBSERVED		
			ON-SITE PARKING SUPPLY	PARKING SUPPLY RATIO (SPACES/UNIT)	PEAK PARKING DEMAND	TOTAL PEAK PARKING DEMAND RATIO	GUEST/PUBLIC PEAK PARKING DEMAND RATIO
1. Pier Colony	130	100%	292	2.25	155	1.19	0.208
2. Jefferson at Marina del Rey	298	95.4%	662	2.22	498	1.67	0.117
3. Westerly on Lincoln	583	94.0%	1,217	2.09	725	1.24	0.130
4. Playa Pacifica	285	97.5%	462	1.62	322	1.13	0.081
5. Balboa Bay Club	145	96.0%	271	1.87	166	1.15	No Data
6. 1900 Ocean Boulevard	265	98.0%	337	1.27	219	0.83	No Data
TOTALS (Average)	**284**	**96.8%**	**540**	**1.90**	**348**	**1.23**	**0.134**

[1] The parking demand ratios were developed based on the number of dwelling units and parking spaces provided at each observation site, as well as the results of the parking accumulation surveys conducted for each site in October 2014 (refer to Appendix A for a summary of the parking surveys for each site).

[2] The site characteristics, including number of residential units and the site occupancy levels at the time of the parking accumulation surveys were provided by UDR representatives.

LINSCOTT LAW & GREENSPAN engineers

TABLE 3
PARKING DEMAND SUMMARY
Pacific City Apartments, Huntington Beach

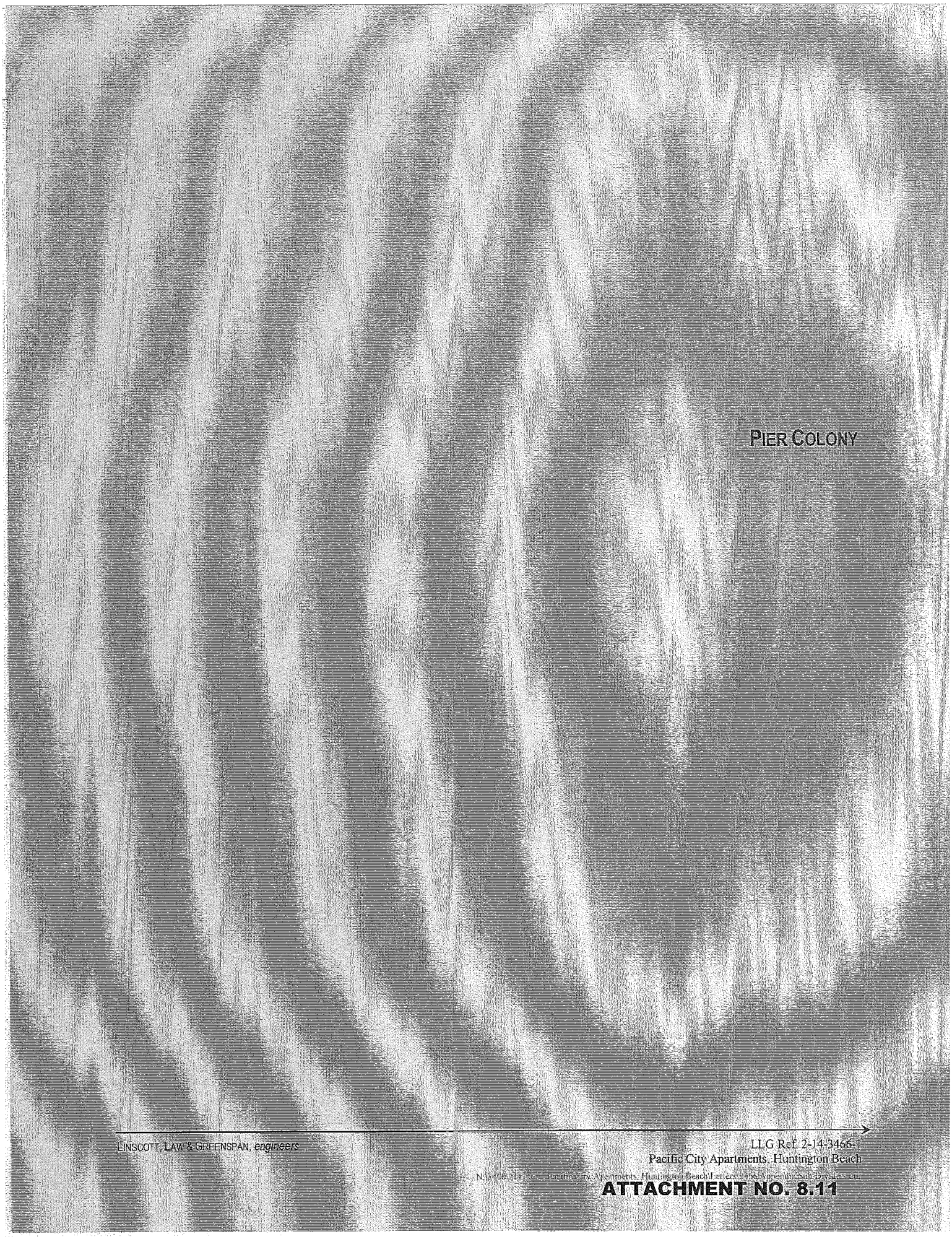
Comparable Site or Reference	Tenant & Guest [a] Peak Occupied Parking Ratio (spaces per DU + 20%)
1 Pier Colony, 130 DU 200 Pacific Coast Highway, Huntington Beach	1.43
2 Jefferson at Marina del Rey, 298 DU 3221 Carter Avenue, Marina del Rey	**2.00**
3 Westerly on Lincoln, 583 DU 13603 Marina Pointe, Marina del Rey	1.49
4 Playa Pacifica, 285 DU 415 Herondo Street, Hermosa Beach	1.36
5 Balboa Bay Club, 145 DU 1221 West Coast Highway, Newport Beach	1.38
6 1900 Ocean Boulevard, 265 DU 1900 Ocean Bouelvard, Long Beach	1.00
Average:	**1.44**
85th Percentile Peak Demand:	**1.62**
Maximum:	**2.00**
ITE *Parking Generation*, 4th Edition Low/Mid-Rise Apartment (Urban)	
Average:	**1.20**
85th Percentile:	**1.61**
ULI *Shared Parking*: Residential (Rental) Units	**1.65**
Parking Calculation Using Empirical Rates Above (516 DUs for Pacific City Apartments)	
Average Demand (1.44 x 516 DUs):	**743**
85th Percentile Demand (1.62 x 516 DUs):	**836**
Maximum Demand (2.00 x 516 DUs):	**1032**

Notes:

[a] Based on parking survey data increased by 20%; 10% to account for daily variation/potential on-street parking and 10% for seasonal variation (summer)

APPENDIX A

PARKING SURVEY DATA



ATTACHMENT NO. 8.11

PACIFIC CITY APARTMENTS

PIER COLONY

TWO DAY PARKING UTILIZATION COUNT

16-Oct-14

COUNTER: CARLOS ALDUENDA

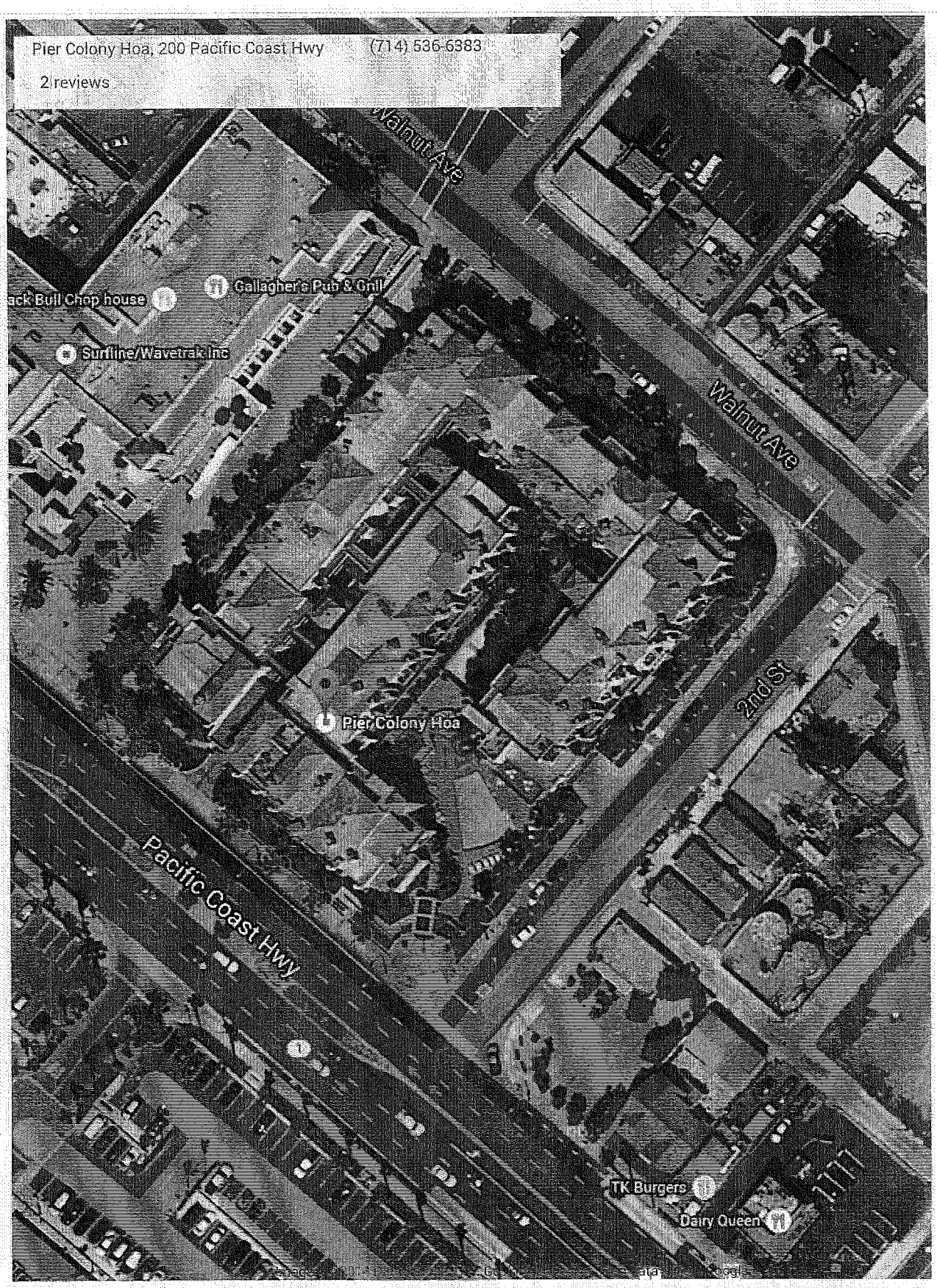
	UPPER LEVEL			LOWER LEVEL	TOTAL
	RESIDENT	GUEST	MAINT. (RES)	RESIDENT	
PM					
12:00	19	21	0	48	88
1:00	20	27	0	51	98
2:00	18	24	0	48	90
3:00	20	19	0	51	90
4:00	21	17	0	53	91
5:00	23	14	0	54	91
6:00	28	12	0	63	103
7:00	29	11	0	77	117
8:00	30	15	0	82	127
9:00	33	14	0	85	132
10:00	34	13	0	87	134
11:00	35	13	0	90	138
AM					
12:00	36	14	0	93	143
TOTAL	346	214	0	882	
SUPPLY	61	66	1	164	292

PACIFIC CITY APARTMENTS
PIER COLONY
TWO DAY PARKING UTILIZATION COUNT
18-Oct-14

COUNTER: CARLOS ALDUENDA

	UPPER LEVEL			LOWER LEVEL	TOTAL
	RESIDENT	GUEST	MAINT. (RES)	RESIDENT	
PM					
12:00	25	18	0	73	116
1:00	29	16	0	75	120
2:00	29	19	0	76	124
3:00	28	22	0	77	127
4:00	30	24	0	78	132
5:00	31	22	0	82	135
6:00	35	25	0	82	142
7:00	36	24	0	84	144
8:00	33	26	0	84	143
9:00	35	26	0	85	146
10:00	35	24	0	89	148
11:00	36	24	0	95	155
AM					
12:00	36	25	0	94	155
TOTAL	418	295	0	1074	
SUPPLY	61	66	1	164	292

ATTACHMENT NO. 8.13



ATTACHMENT NO. 8.14

JEFFERSON AT MARINA DEL REY

PACIFIC CITY APARTMENTS
JEFFERSON AT MARINA DEL REY
TWO DAY PARKING UTILIZATION COUNT
9-Oct-14

COUNTER: Gabrielle M Alduenda

	LEVEL 1		LEVEL 2		LEVEL 3		LEVEL 4		LEVEL 5	LEVEL 6		LEVEL 7	TOTAL
	REG	HDP	REG	HDP	REG	HDP	REG	HDP	REG	REG	GUEST	GUEST	
PM													
12:00	46	4	45	3	40	2	24	1	22	6	12	8	213
1:00	51	4	49	3	42	2	27	1	27	3	12	8	229
2:00	53	1	51	2	45	1	29	1	33	3	9	9	237
3:00	56	2	54	3	45	2	32	2	37	3	9	8	253
4:00	55	4	55	4	44	3	34	3	35	3	9	8	257
5:00	56	3	56	3	44	1	38	1	39	4	9	7	261
6:00	57	2	59	2	49	2	42	1	40	4	10	7	275
7:00	65	2	71	1	57	2	53	0	52	4	12	7	326
8:00	73	3	80	0	66	1	59	0	59	3	12	9	365
9:00	82	5	90	2	80	2	72	1	64	3	15	8	424
10:00	85	5	94	3	87	2	78	1	70	3	18	9	455
11:00	87	7	95	4	94	5	79	2	73	7	18	10	481
AM													
12:00	88	6	96	4	96	4	84	2	77	9	17	15	498
TOTAL	854	48	895	34	789	29	651	16	628	55	162	113	
SUPPLY	91	8	98	6	109	5	109	3	107	52	33	41	662

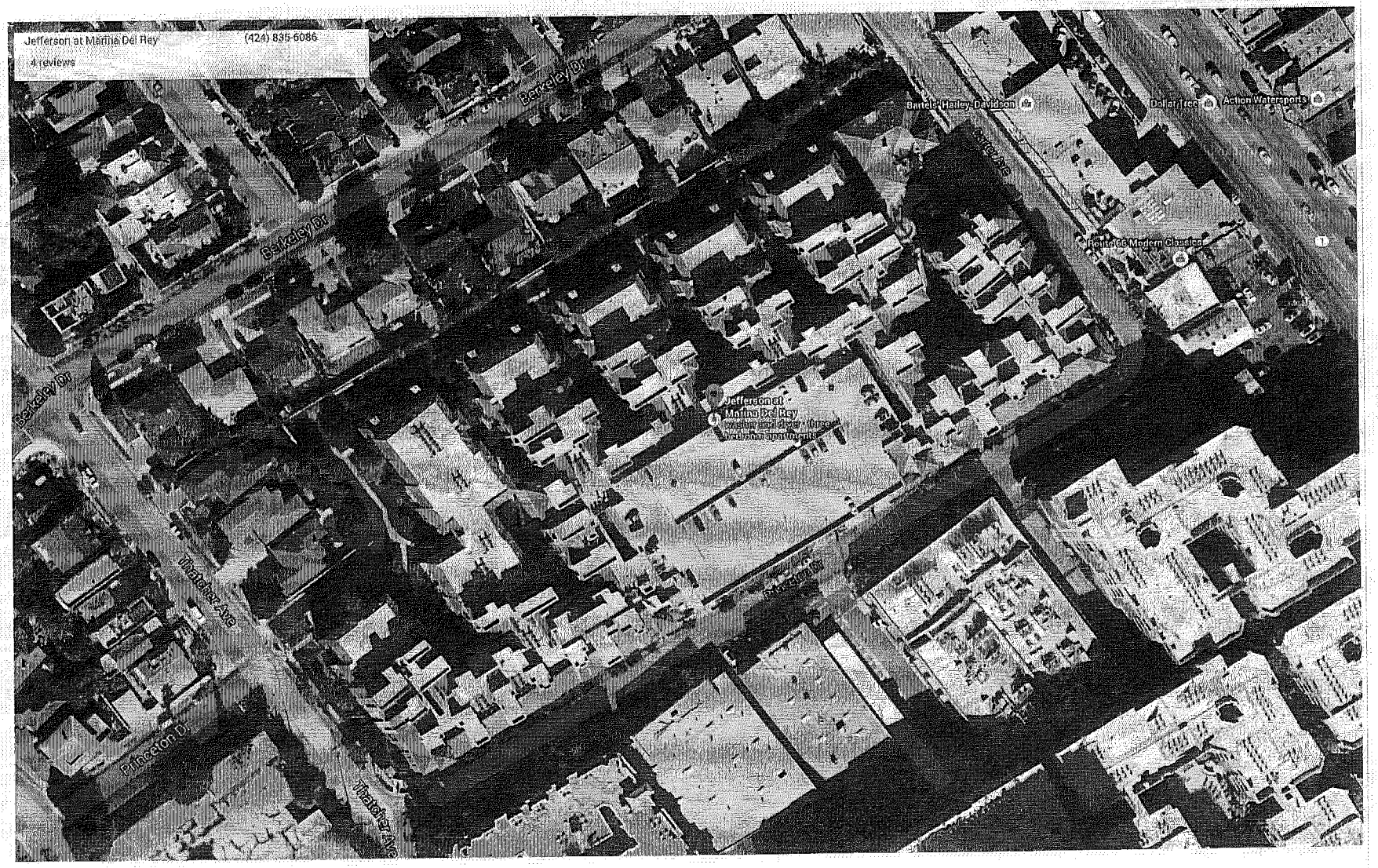
ATTACHMENT NO. 8.16

PACIFIC CITY APARTMENTS
JEFFERSON AT MARINA DEL REY
TWO DAY PARKING UTILIZATION COUNT
11-Oct-14

COUNTER: Gabrielle M Alduenda

	LEVEL 1		LEVEL 2		LEVEL 3		LEVEL 4		LEVEL 5	LEVEL 6		LEVEL 7	TOTAL
	REG	HDP	REG	HDP	REG	HDP	REG	HDP	REG	REG	GUEST	GUEST	
PM													
12:00	68	4	61	2	70	1	64	1	45	4	25	3	348
1:00	77	5	65	3	74	3	66	2	47	5	24	3	374
2:00	84	7	70	5	71	4	62	2	50	4	20	4	383
3:00	79	4	66	2	68	2	59	1	48	4	18	5	356
4:00	85	5	69	4	68	3	55	1	44	4	18	6	362
5:00	86	3	73	4	70	3	56	2	47	4	19	7	374
6:00	88	5	79	3	77	2	59	1	43	4	21	7	389
7:00	90	6	83	4	80	3	60	2	46	4	20	6	404
8:00	85	4	77	2	77	2	60	3	40	5	22	7	384
9:00	80	2	70	1	72	1	57	2	39	5	21	7	357
10:00	84	4	78	3	75	4	59	3	42	5	20	8	385
11:00	87	6	85	4	79	4	63	3	45	7	27	8	418
AM													
12:00	88	5	89	5	84	3	68	2	52	8	25	9	438
TOTAL	1081	60	965	42	965	35	788	25	588	63	280	80	
SUPPLY	91	8	98	6	109	5	109	3	107	52	33	41	662

ATTACHMENT NO. 8.17



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ATTACHMENT NO. 8.18

WESTERLY ON LINCOLN

PACIFIC CITY APARTMENTS
WESTERLY ON LINCOLN
TWO DAY PARKING UTILIZATION COUNT
9-Oct-14

COUNTER: Carlos Alduenda

	BLUE SECTION		GREEN SECTION		YELLOW SECTION		ORANGE SECTION		UPPER LEVEL TEMPORARY PARKING					TOTAL
	UPPER	LOWER	UPPER	LOWER	UPPER	LOWER	UPPER	LOWER	GUEST	HDP	DROP OFF	EMPLOYEE	FUTURE RESIDENT	
PM														
12:00	24	52	24	43	32	53	59	71	47	2	3	3	7	420
1:00	29	55	27	69	36	42	55	64	45	1	1	3	4	431
2:00	36	61	30	74	41	47	59	76	48	1	2	2	5	482
3:00	38	63	32	84	43	49	63	80	47	2	3	2	5	511
4:00	44	66	38	89	47	51	66	87	50	1	2	3	4	548
5:00	46	70	39	91	50	55	70	89	52	2	2	2	4	572
6:00	48	72	38	93	47	56	71	87	52	2	2	1	3	572
7:00	50	75	41	94	51	57	75	93	51	2	3	1	4	597
8:00	55	77	44	97	52	59	76	96	50	2	3	0	5	616
9:00	57	83	47	102	54	68	81	102	47	2	2	0	3	648
10:00	60	88	48	105	55	74	84	107	45	2	3	1	4	676
11:00	63	95	50	106	57	80	87	110	42	2	3	1	3	699
AM														
12:00	66	99	54	108	62	85	93	111	40	1	2	1	3	725
TOTAL	616	956	512	1155	627	776	939	1173	616	22	31	20	54	
SUPPLY	86	133	77	207	118	140	189	187	65	2	3	3	7	1217
NOT MARKED				5		1		1						7

ATTACHMENT NO. 8.20

PACIFIC CITY APARTMENTS
WESTERLY ON LINCOLN
TWO DAY PARKING UTILIZATION COUNT
11-Oct-14

COUNTER: Carlos Alduenda

	BLUE SECTION			GREEN SECTION		YELLOW SECTION		ORANGE SECTION		UPPER LEVEL TEMPORARY PARKING					TOTAL
	UPPER	LOWER		UPPER	LOWER	UPPER	LOWER	UPPER	LOWER	GUEST	HDP	DROP OFF	EMPLOYEE	FUTURE RESIDENT	
PM															
12:00	39	60		31	74	50	62	78	70	59	2	2	2	6	535
1:00	43	65		33	75	55	69	80	75	60	2	1	2	5	565
2:00	42	66		32	78	48	61	74	78	65	2	3	3	4	556
3:00	40	64		26	73	45	58	70	76	63	1	2	3	3	524
4:00	43	67		29	75	52	61	73	67	63	2	3	1	7	543
5:00	46	69		31	79	54	60	74	69	61	2	3	2	5	555
6:00	40	67		33	86	50	57	69	73	59	2	3	0	6	545
7:00	42	71		36	90	53	61	74	79	61	2	2	0	5	576
8:00	37	68		33	91	51	58	71	72	65	2	2	0	6	556
9:00	34	65		30	87	50	55	69	70	65	2	3	0	5	535
10:00	39	68		36	90	53	59	71	77	64	2	2	0	5	566
11:00	42	70		34	94	52	65	75	82	65	2	3	1	7	592
AM															
12:00	51	76		42	101	59	70	83	90	65	2	3	1	7	650
TOTAL	538	876	0	426	1093	672	796	961	978	815	25	32	15	71	
SUPPLY	86	133		77	207	118	140	189	187	65	2	3	3	7	1217
NOT MARKED					5		1		1						7

ATTACHMENT NO. 8.21

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ATTACHMENT NO. 8.22

PLAYA PACIFICA

PACIFIC CITY APARTMENTS

PLAYA PACIFICA

TWO DAY PARKING UTILIZATION COUNT

9-Oct-14

COUNTER: NICOLE NGUYEN

	RESIDENT				TEMPORARY		TOTAL
	UNDERGROUND LEVEL	LEVEL 1	LEVEL 2	LEVEL 3	GUEST	FUTURE RESIDENT	
PM							
12:00	89	14	14	16	10	2	145
1:00	82	12	17	17	10	1	139
2:00	78	13	12	16	11	0	130
3:00	80	13	17	18	12	1	141
4:00	81	16	20	19	13	2	151
5:00	92	17	21	25	15	4	174
6:00	105	17	25	22	14	4	187
7:00	134	18	33	28	16	6	235
8:00	138	26	37	31	16	5	253
9:00	154	24	40	36	16	5	275
10:00	171	22	45	34	16	6	294
11:00	186	25	47	38	16	6	318
AM							
12:00	190	25	48	38	16	5	322
TOTAL	1580	242	376	338	181	47	
SUPPLY	265	49	56	69	16	7	462

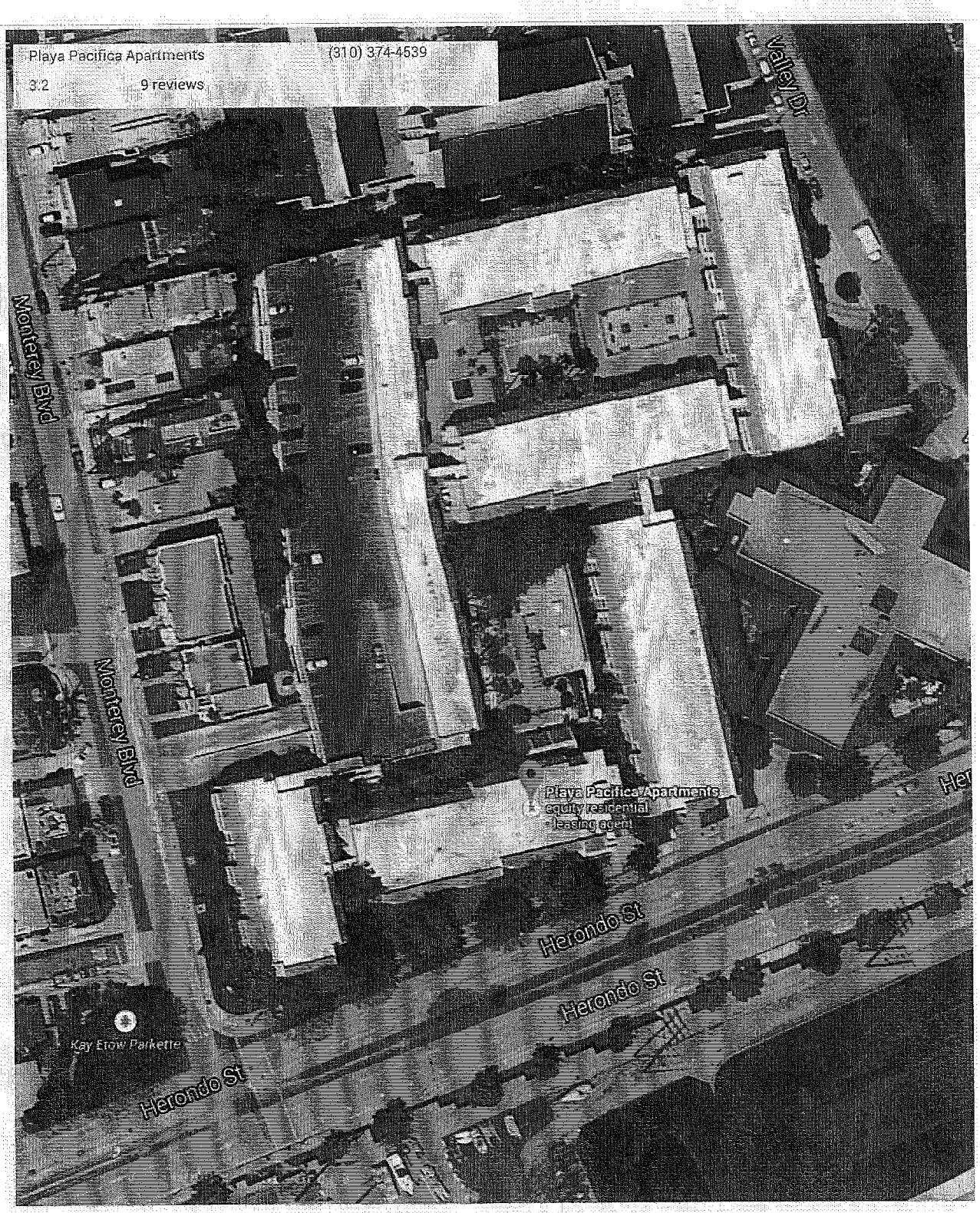
ATTACHMENT NO. 8.24

PACIFIC CITY APARTMENTS
PLAYA PACIFICA
TWO DAY PARKING UTILIZATION COUNT
11-Oct-14

COUNTER: JESSE SILVA

	RESIDENT				TEMPORARY		TOTAL
	UNDERGROUND LEVEL	LEVEL 1	LEVEL 2	LEVEL 3	GUEST	FUTURE RESIDENT	
PM							
12:00	126	21	26	29	16	7	225
1:00	119	20	26	28	16	7	216
2:00	121	24	24	29	16	7	221
3:00	128	21	24	30	11	6	220
4:00	132	21	28	28	13	6	228
5:00	128	20	30	25	16	5	224
6:00	124	22	33	26	16	6	227
7:00	133	21	33	26	16	6	235
8:00	140	24	34	28	16	7	249
9:00	152	27	37	28	16	7	267
10:00	155	28	36	30	16	7	272
11:00	157	28	39	30	16	7	277
AM							
12:00	159	28	39	35	16	7	284
TOTAL	1774	305	409	372	200	85	
SUPPLY	265	49	56	69	16	7	462

ATTACHMENT NO. 8.25



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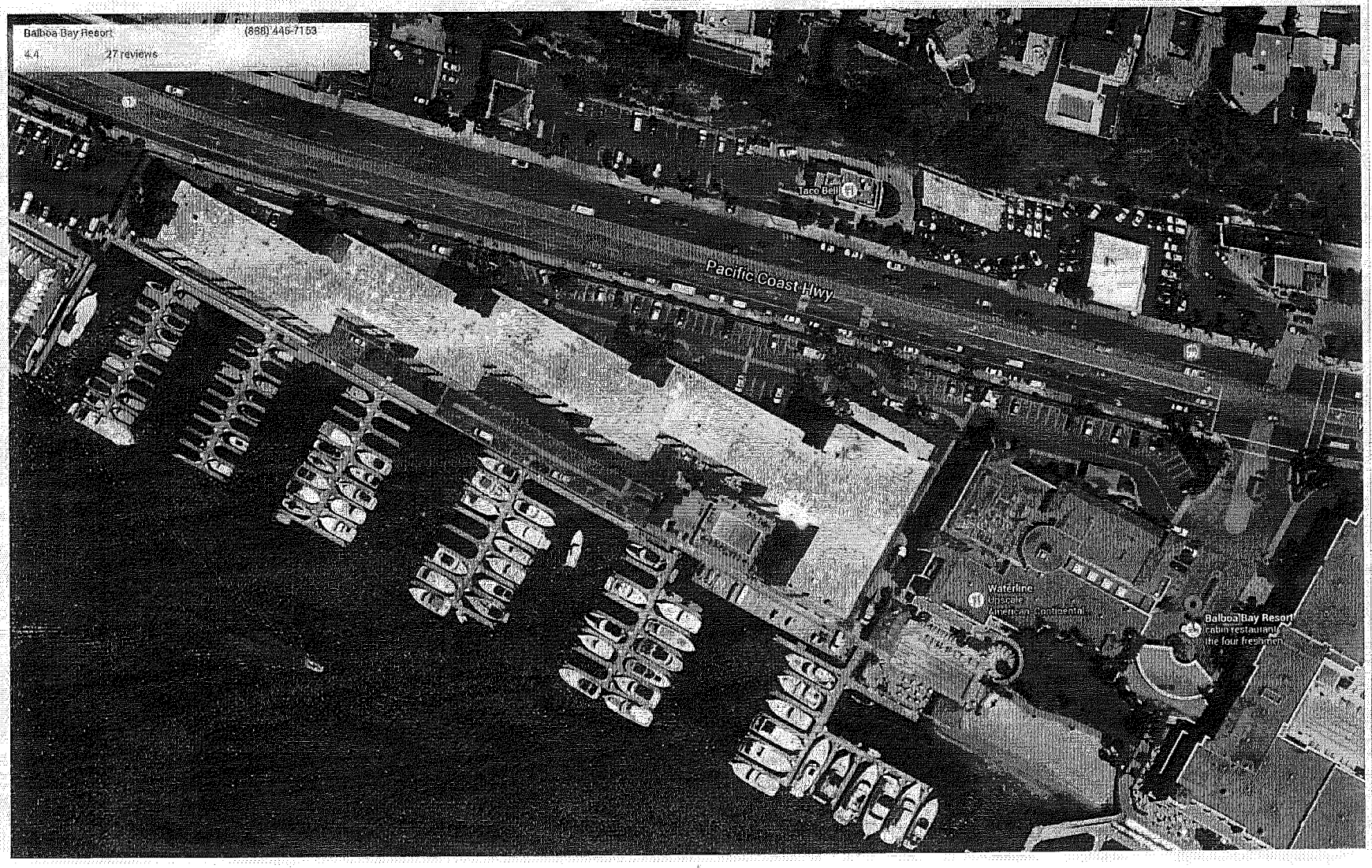
ATTACHMENT NO. 8.26

BALBOA BAY CLUB

	BALBOA BAY CLUB 10/9/2014	BALBOA BAY CLUB 10/11/2014
12:00 PM	101	130
1:00 PM	97	135
2:00 PM	98	129
3:00 PM	107	132
4:00 PM	107	130
5:00 PM	113	131
6:00 PM	124	147
7:00 PM	129	150
8:00 PM	139	152
9:00 PM	137	156
10:00 PM	144	158
11:00 PM	146	161
12:00 AM	147	166

TOTAL SPACES 271

ATTACHMENT NO. 8.28



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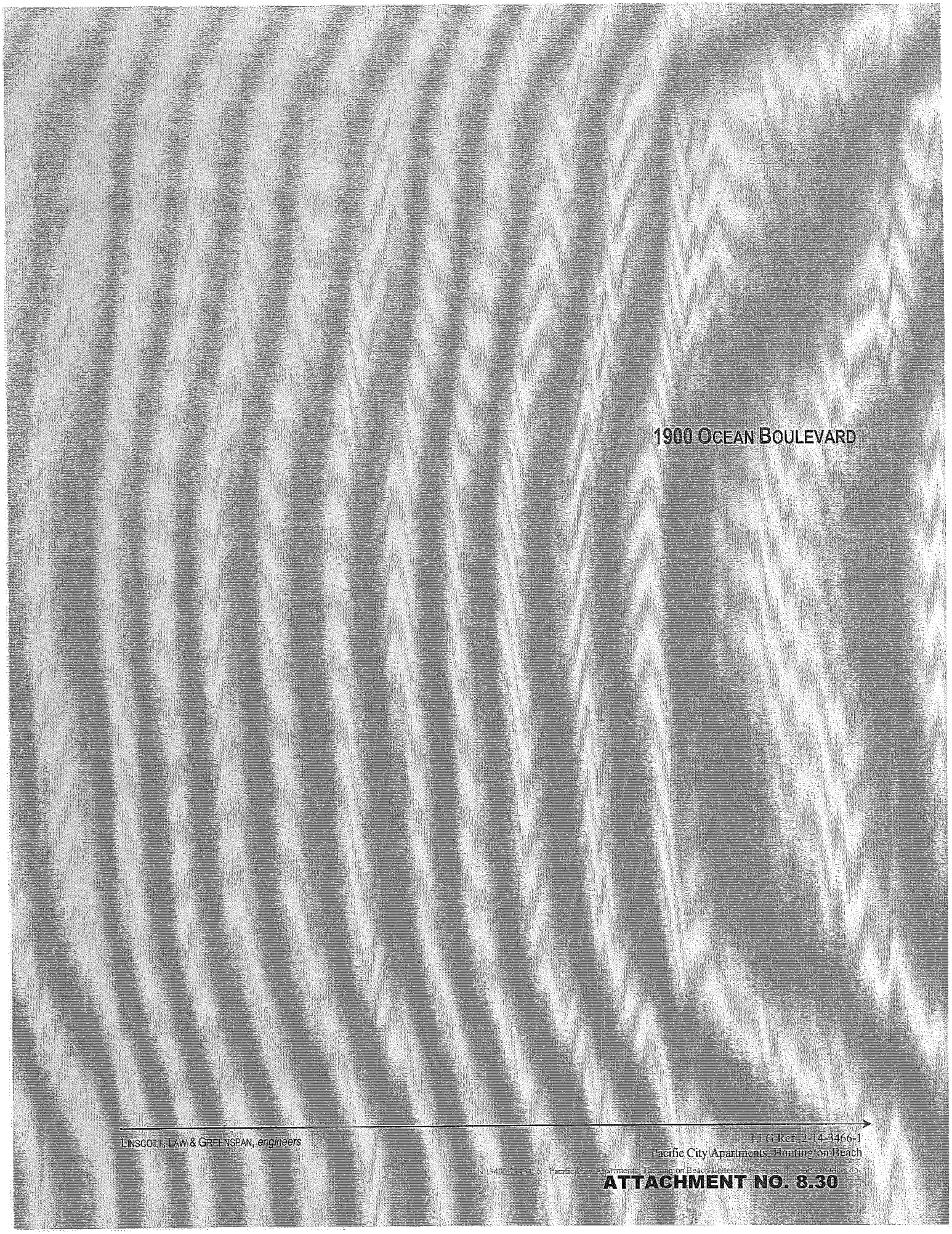
ATTACHMENT NO. 8.29



LINSCOTT, LAW & GREENSPAN, *engineers*

LLG Ref. 2-14-3466-1
Pacific City Apartments, Huntington Beach

ATTACHMENT NO. 8.30

LINSCOTT LAW & GREENSPAN engineers

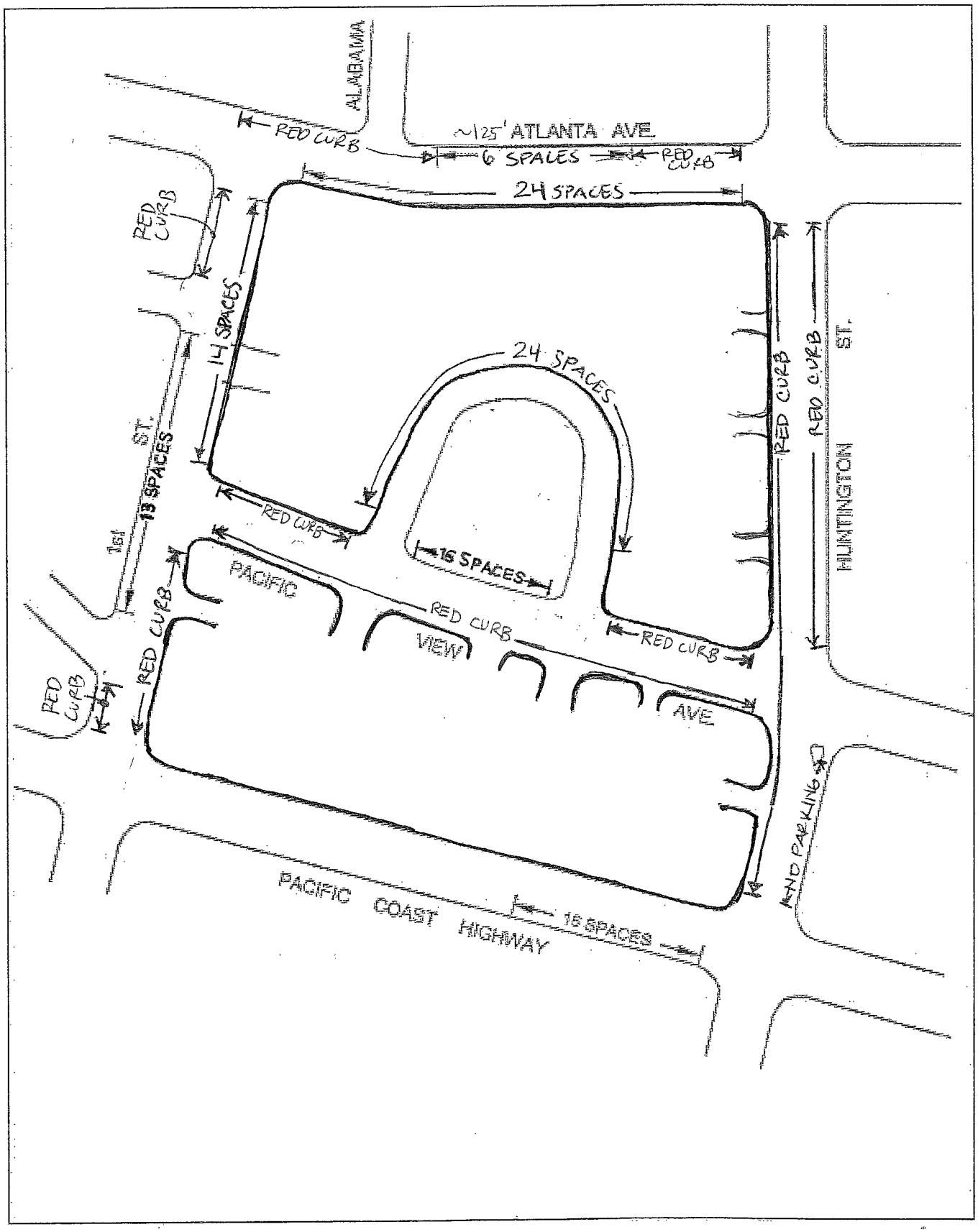
PARKING UTILIZATION SURVEY
1900 OCEAN BOULEVARD, LONG BEACH

Time Period	Thursday October 9, 2014	Saturday October 11, 2014
12:00 PM	115	153
1:00 PM	112	152
2:00 PM	106	149
3:00 PM	115	142
4:00 PM	119	140
5:00 PM	130	139
6:00 PM	149	149
7:00 PM	174	153
8:00 PM	193	**161**
9:00 PM	206	159
10:00 PM	209	156
11:00 PM	**219**	154
12:00 AM	219	154

Notes:
- Bold/Shaded cells denote peak demand.
- Total parking supply is 337.

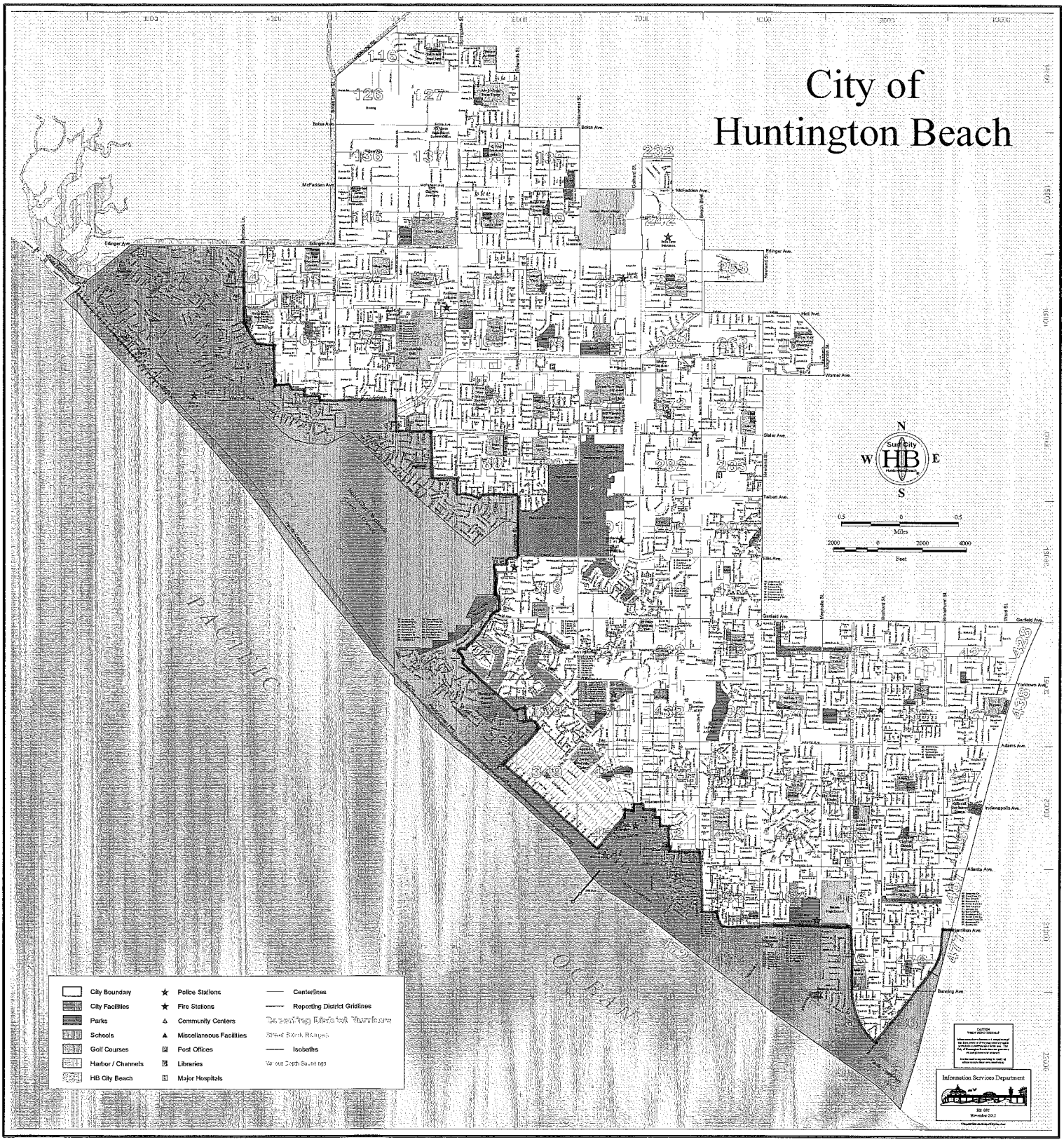
ATTACHMENT NO. 8.31

ATTACHMENT NO. 8.32



EXISTING + PROPOSED STREET PARKING

ATTACHMENT NO. 9



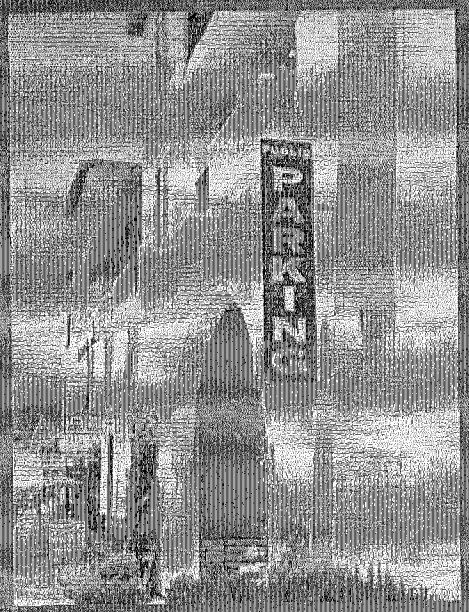
ATTACHMENT NO. 10

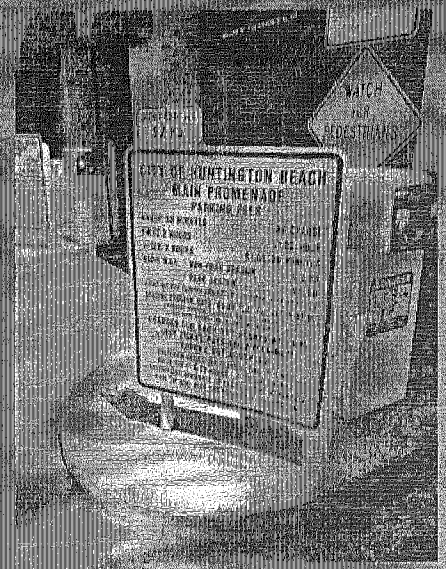
SUPPLEMENTAL COMMUNICATION

Meeting Date: 9/15/2014

Agenda Item No. SS#2

Downtown Huntington Beach





Parking Utilization, Permits and Signage

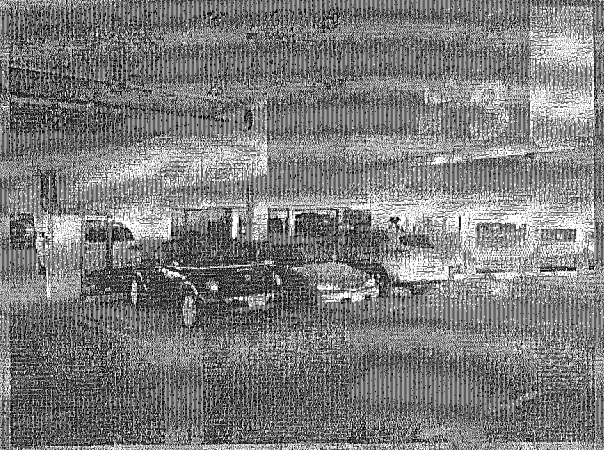
September 15, 2014

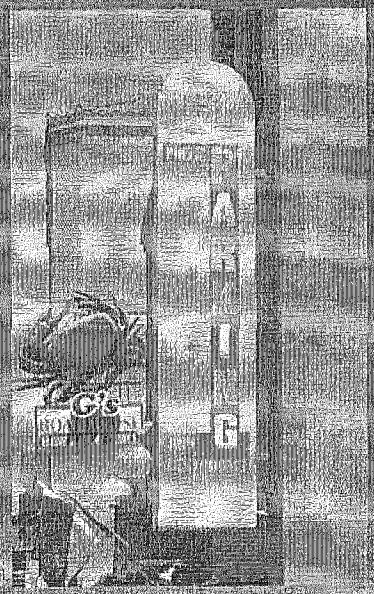
WALTERS GROUP

ATTACHMENT NO. 11

Presentation Outline

- Objectives of preliminary study
- Data review
- Findings
- Recommendations





ATTACHMENT NO. 02

Downtown Task Force Recommendations

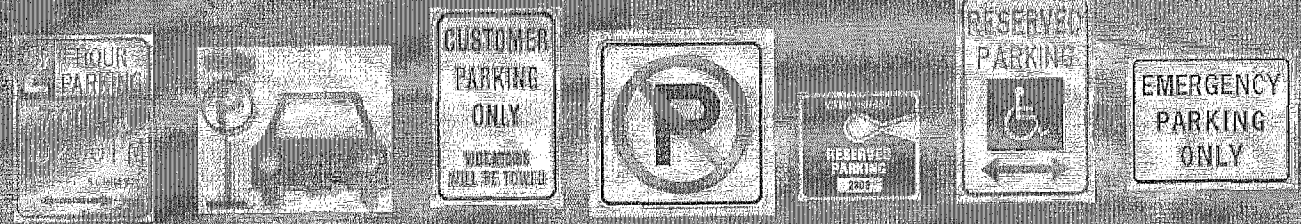
- Develop a mechanism to increase the use of the public parking structure by employees.
- Examine the HBDRA request for new parking permit district.
- Review formatting of existing signage in the downtown to increase visibility, organize, consolidate and update where possible.
- Consider designating the top level of the Main Promenade Parking Garage for employee parking after 3:00 or 4:00 PM on Friday and Saturday.
- Enforce meters until 2:00 AM in residential neighborhoods in the downtown, and to add signage to existing meters to promote flat-rate Fri/Sat night parking in the Main Promenade Parking Garage.

ATTACHMENT NO. 11.3

Objectives of the Walker Preliminary Study

Improve the parking experience Downtown through:

- Signage and wayfinding;
- Options for more efficient use of street spaces in adjacent residential neighborhood;
- Incentives for greater employee use of garages.



ATTACHMENT NO. 11H

Findings – Downtown Peak

Location	Inventory	Effective Supply @ 95%	1:00 PM Occupancy	1:00 PM Space Surplus (Deficit)	4:00 PM Occupancy	4:00 PM Space Surplus (Deficit)	7:00 PM Occupancy	7:00 PM Space Surplus (Deficit)
Downtown Promenade	826	785	697	88	775	10	682	103
Pierside Pavilion	283	269	75	194	151	118	121	148
The Strand	424	403	243	160	342	61	308	95
Plaza Almeria	171	162	106	56	161	1	95	67
Total	**1704**	**1619**	**1121**	**498**	**1429**	**190**	**1206**	**413**

- Peak parking demand in the four Downtown garages occurs Saturdays about 4:00 pm;
- ~130 – 190 spaces of 1704 total structured spaces are considered effectively still available at this time.

ATTACHMENT NO. 15

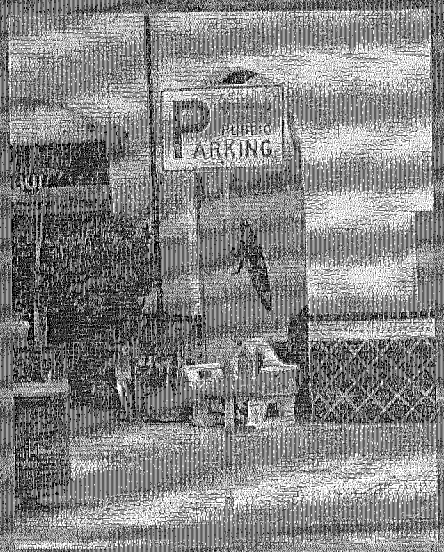
Findings – Downtown Off-Peak

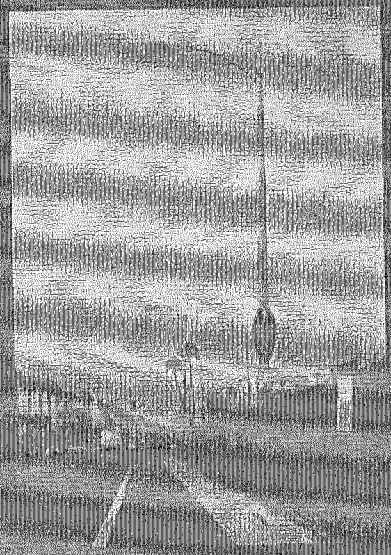
Month	Monday	Tuesday	Vednesda	Thursday	Friday	Saturday	Sunday
January	1438	1644	1384	1339	1819	2202	1669
February	1445	1668	1321	1358	1902	2331	1818
March	1472	1989	1449	1530	2173	**2639**	2142
April	1526	2050	1603	1610	2159	2555	2084
May	1682	2054	1586	1621	2294	2588	2274
June	1694	2280	1824	1906	2391	2601	2151
July	1862	2265	1886	1865	2433	2578	2027
August	1500	2026	1551	1726	2223	2468	2075
September	1473	1698	1286	1359	1912	2246	1968
October	1240	1671	1262	1240	1678	2069	1807
November	1284	1603	1252	1227	1574	1863	1649
December	1299	1546	1290	1368	1749	1830	1597

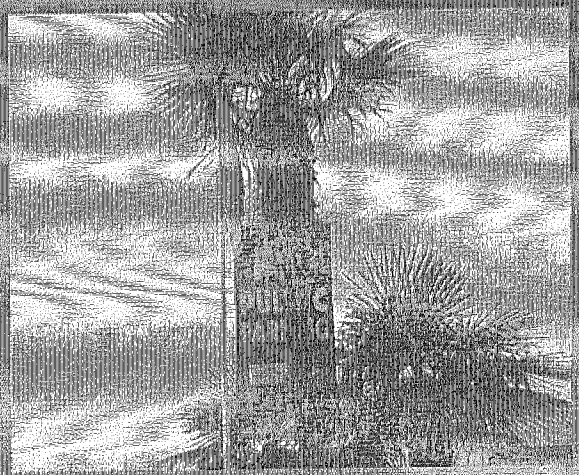
- Peak conditions are projected to occur 2± hours/day, 34 days/year;
- 400+ to 500+ structured parking spaces found available during lunch, dinner and evening hours on Saturday
- More spaces available other six days/week.

ATTACHMENT NO. 11.6

Current Signage Hinders Efficient Use of Spaces







ATTACHMENT NO. 11

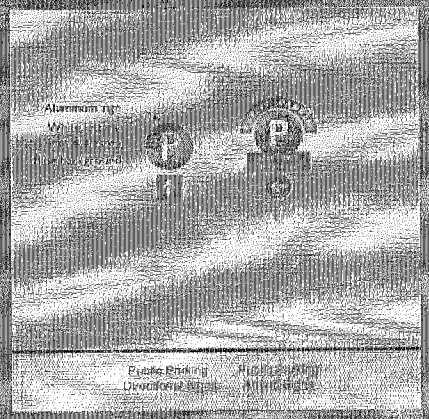
Recommendations

1. Increase on-street meter pricing during peak hours to increase turnover to push Downtown parkers into the Main Promenade Parking Structure.

ATTACHMENT NO. 11.8

Recommendations

2. Improve signage and wayfinding, including possible parking guidance systems.

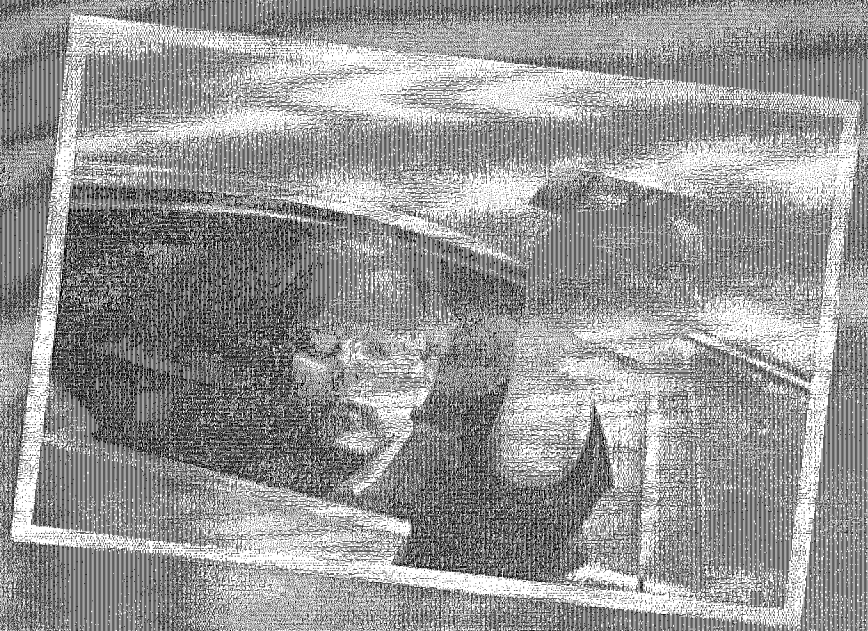


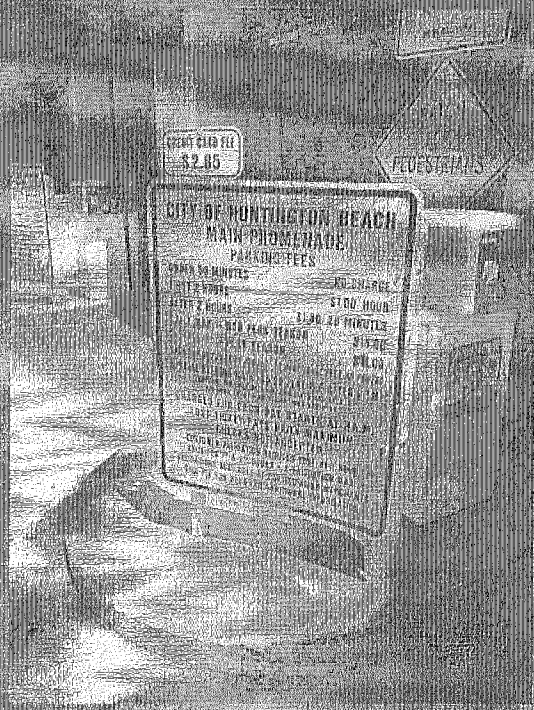
ATTACHMENT NO. II.9

Recommendations

3. Promote the current $20 employee permit.

4. Reevaluate credit card fees charged to parkers at the Main Promenade structure.





ATTACHMENT NO. 11.10

Recommendations

5. The City should focus on management and operations to maximize parking space availability.

6. Evaluate the new Parking District being proposed to determine if it encourages usage of the Parking Structure.

ATTACHMENT NO. 11

Downtown Task Force Recommendations: Responses

- Develop a mechanism to increase the use of the public parking structure for employees
  - Improve Signage and Wayfinding;
  - Promote the availability of monthly employee passes
- HBDRA request for new parking permit district.
  - Evaluate the impact if implemented and adjust pricing if necessary
- Review format of existing signage in the downtown to increase visibility, more organized and consolidated and updated where possible.
  - Through wayfinding and improved signage
- Consider designating the top level of the Main Promenade Parking Garage for employee parking after 3:00 or 4:00 PM on Friday and Saturday
  - Not recommended due to ample parking availability

ATTACHMENT NO. II-2

Downtown Task Force Recommendations: Responses (cont.)

That meters be enforced until 2:00 AM in residential neighborhoods in the downtown, and to add signage to existing meters to promote flat-rate Fri/Sat night parking in the Main Promenade Parking Garage.

- Extension of meter enforcement in the commercial area after midnight is not recommended:
  - Meter enforcement tends to "turn" spaces, resulting in more vehicles parked at those spaces. If the goal is to reduce the number of cars parking on the street, enforcing meters is not typically used;
  - Meter enforcement after midnight is an expensive use of resources that could likely be applied more cost effectively in different locations and/or at different times;
  - Meter enforcement is not typically used to limit parking, but rather increase parking space availability for the public.

ATTACHMENT NO. 11.13

Discussion

Questions?

ATTACHMENT NO. 11.14

RUTAN
RUTAN & TUCKER, LLP

Jeffrey M. Oderman
Direct Dial: (714) 641-3441
E-mail: joderman@rutan.com

December 8, 2014

RECEIVED
DEC 08 2014
Dept. of Planning
& Building

Members of the Planning Commission
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Re: Pacific City Residential Project; Entitlement Plan Amendment No. 14-001/ Design Review No. 14-006/Variance No. ____; Off-Street Parking Requirements

Dear Members of the Planning Commission:

The law firm of Rutan & Tucker, LLP, represents DCO Pacific City LLC ("UDR"), owner of the Pacific City residential property located at 21002 Pacific Coast Highway, Huntington Beach (the "Subject Property"). On UDR's behalf, I am submitting this letter in support of the above-referenced entitlement application and I respectfully request that this letter be included in the public hearing record.

The purpose of this letter is to explain why UDR believes its proposed project fully satisfies all applicable City off-street parking requirements. This letter is being submitted concurrently with UDR's filing of an application for a parking variance but UDR's position is that its project does not in fact *require* a variance. UDR respectfully requests that the Planning Commission address this issue—is a variance even required?--*before* acting on the variance. If the Commission agrees with UDR's position as set forth in this letter and approves the entitlement application as submitted, the variance application will become moot and there will be no need for the Commission to take action on it. Only if the Commission rejects UDR's position would it be necessary for the Commission to act on UDR's variance application.

UDR's filing of the variance application should not be construed as an admission that a variance is needed. UDR has filed a variance application only in order to avoid unnecessary delays in the processing of its development project. Hopefully, the adequacy of the parking for UDR's Pacific City residential project will be resolved to the mutual satisfaction of the City and UDR.

1. The Project.

UDR is proposing to construct 50 studio units, 188 1-bedroom units, 211 2-bedroom units, and 67 3-bedroom units, for a total of 516 residential units (the "Project"). The Project is located in the Coastal Zone, in District 5 of the DSP area.

2. UDR's Calculation of the DSP Off-Street Parking Requirement for the Project (1,086 Total Parking Spaces Required; 2.10 Spaces Per Unit).

UDR has calculated the off-street parking requirement for its project in accordance with DSP § 3.2.26.4, which in Figure 3-15 sets forth the parking requirements for residential uses as follows:[1]

Residential Uses		
Use	District	Off-Street Parking Spaces
Single-family	All Districts	• 2 enclosed, side-by-side or tandem, spaces per unit for up to 3 bedrooms • 1 space for each additional bedroom[1] • 1 additional space where no on-street parking is allowed[2]
Multi-family	District 1 (Excluding Subdistricts)	• Studio and 1 bedroom units: 1 enclosed space per unit • 2 bedroom units: 2 spaces (1 enclosed) per unit • 3 or more bedroom units: 2.5 spaces (1 enclosed) per unit • 0.25 guest spaces per unit
	All Other Districts	• Studio and 1 bedroom units: 1 enclosed space per unit • 2 bedroom units: 2 spaces (1 enclosed) per unit • 3 or more bedroom units: 2.5 spaces (1 enclosed) per unit • 0.5 guest spaces per unit
Live/Work	District 1	• 1 bedroom residential units: 1 space per unit • Commercial: 1 space per 500 sf

[1] All required parking for additional bedrooms shall comply with the following:
- Shall be minimum 9' x 19' in size.
- May be unenclosed (carport or open to sky) or enclosed (garage). If accessed from an alley, a 5-foot setback from the rear property line is required in order to meet the required 25-foot turning radius as required by this Specific Plan and the HBZSO.
- Must be located on private property between the required garage spaces and the public right-of-way (e.g., alley).
- A parallel space (9 feet wide) in front of the garage door does not satisfy this requirement.

[2] All required additional parking spaces where no on-street parking is permitted or planned to be removed shall comply with the following:
- Shall be minimum 9' x 19' feet in size
- Must be unenclosed (carport or open to sky).
- Must meet the 25-foot turning radius as required by the Specific Plan and the HBZSO.
- Must be located on private property between the required garage spaces and the alley and shall be fully accessible from the alley.
- A parallel parking space (9 feet wide) in front of the garage door would satisfy this requirement.

1. Note: The off-street parking requirements for multi-family residential projects set forth in Figure 3-15 of the Downtown Specific Plan are identical to the off-street parking requirements for multi-family residential projects that apply city-wide. See Municipal Code Section 231.04, Schedule A.

Applying Figure 3-15 to the Project, the parking calculation works as follows: (1) 50 studio units: 50 spaces (1 space/unit); plus (2) 188 1-BR units: 188 spaces (1 space/unit); plus (3) 211 2-BR units: 422 spaces (2 spaces/unit); plus (4) 67 3-BR units: 168 spaces (2.5 spaces/unit); plus (5) 0.5 guest spaces per unit for all 516 units: 258 spaces; equals (6) 1,086 total parking spaces required (an overall ratio of approximately 2.10 spaces/unit). UDR's entitlement application and project drawings provide for 1,112 off-street parking spaces (1,088 in a subterranean garage and 24 surface spaces along the loop road), 26 spaces in excess of what UDR believes to be the code requirement.

There is a separate off-street parking requirement set forth in DSP § 3.2.26.6 that states "[e]ach dwelling unit located in the Coastal Zone shall have a minimum of 2 on-site parking spaces." Multiplying the 516 residential units in the Project times 2 parking spaces per unit yields an off-street parking requirement under § 3.2.26.6 of 1,032 spaces, *less* than the number of spaces required under § 3.2.26.4 (Figure 3-15). Accordingly, UDR acknowledges that the *stricter* of the 2 off-street parking standards must prevail, in this case the one set forth in § 3.2.26.4 (Figure 3-15), which means that the off-street parking requirement for the Project is, again, 1,086 spaces (with UDR proposing to provide 1,112 spaces, 26 in excess of the code requirement).

UDR's calculations are summarized in Exhibit "A" attached hereto.

3. City Staff's Calculation of the DSP Off-Street Parking Requirement for UDR's Project (1,290 Total Parking Spaces; 2.50 Spaces Per Unit).

As of the date this letter and UDR's variance application are being submitted to the City, City staff has told UDR that staff calculates the parking requirement for UDR's Project by "mixing and matching" the parking requirements in §§ 3.2.26.4 and 3.2.26.6 of the DSP. In short, City staff takes the 2.0 minimum number of parking spaces required under § 3.2.26.6 (the "coastal zone" standard) and *combines it* with the 0.5 guest parking space requirement in Figure 3-15 in § 3.2.26.4 to come up with a minimum requirement of 2.5 off-street parking spaces for any multi-family residential project in the coastal zone (1,290 parking spaces for the Project).[2] (See summary in last column of Exhibit "A" attached hereto.) This is two hundred four (204) spaces more than UDR believes is required by Code and one hundred seventy-eight (178) more spaces than UDR is proposing to provide, a *significant* difference and, based on an estimated average cost for subterranean structured parking of $45,000 per space, a difference that, if the City staff's position were accepted, would result in an $8 million additional cost impact for an already extremely expensive and difficult project.

[2] Figure 3-15 in § 3.2.26.4 requires only 0.25, not 0.5, guest spaces for multi-family residential projects in District 1 of the DSP area, so the Director's methodology for calculating off-street parking requirements would yield a minimum requirement of 2.25 parking spaces per unit in District 1, not 2.50.

4. The DSP's Off-Street Parking Requirements Are Clear On Their Face and Consistent with UDR's Position. There is No Justification for the Interpretation Manufactured by City Staff.

A. The 1,112 Parking Spaces Proposed By UDR Are Considerably More than Enough to Meet the Peak Parking Requirements of the Project; the City Staff's Interpretation Grossly Overstates the Number of Parking Spaces Actually Needed.

Before addressing the Code issues, UDR wishes to emphasize that it is *not* attempting to "cut corners." Indeed, the objective data demonstrates that UDR's proposed parking ratio of 2.16 spaces per unit (1,112 spaces/516 units = 2.16 spaces/unit) is *far greater than what the Project actually needs.* In this regard, the highly respected engineering firm of Linscott Law & Greenspan ("LL&G") recently performed detailed weekday and weekend hourly parking counts at 6 multi-family residential projects comparable to UDR's Project, all of them in the Coastal Zone (in Huntington Beach, Marina del Rey, Hermosa Beach, Newport Beach, and Long Beach), and found that the actual peak parking rate for these projects is only 1.32 spaces per unit, the 85th percentile ratio is only 1.48 spaces per unit, and the *maximum* peak parking ratio among *any* of the 6 studied projects is 1.84 spaces per unit. (See the November 7, 2014, LL&G Updated Parking Study for the Proposed Pacific City Apartments (Coastal Zone Analysis) attached hereto as Exhibit "B.")[3]

LL&G's findings are summarized below:

No.	Property	Location	Units	# of Parking Spaces (Supply)	# of Parking Spaces/Unit (Supply)	# of Parking Spaces (Peak Demand)	# of Parking Spaces/Unit (Peak Demand)
1	Pier Colony	Huntington Beach	130	292	2.25	170	1.31
2	Jefferson at Marina del Rey	Marina del Rey	298	662	2.22	548	1.84
3	Westerly on Lincoln	Marina del Rey	583	1,217	2.09	793	1.36
4	Playa Pacifica	Hermosa Beach	285	462	1.62	353	1.24
5	Balboa Bay Club	Newport Beach	145	271	1.87	184	1.27
6	1900 Ocean Boulevard	Long Beach	265	337	1.27	241	0.91
TOTALS (AVERAGES)					1.90		1.32

[3] Pursuant to a meeting held with City staff on December 3, 2014, the LL&G parking study currently is being revised to include additional information. The updated study likely will be the one presented to the Planning Commission for consideration. Based on discussions with LL&G, UDR is confident that the updated study will be completely consistent with the analysis and conclusions in the initial draft LL&G study referred to in this letter.

LL&G also notes that the 2 most reputable professional publications on the subject (*Parking Generation* (4th edition) published by the Institute of Transportation Engineers (ITE) and *Shared Parking* (2nd edition) published by the Urban Land Institute (ULI)) found even *lower* parking ratios of 1.20-1.65 spaces per unit for apartment complexes.

Based on the foregoing data, LL&G's recommendation is that UDR's Project provide 949 parking spaces or 1.84 parking spaces per unit. ***UDR is proposing instead to develop 1,112 parking spaces—163 more spaces or 17.2% more total parking than is recommended based on the LL&G parking study.***

UDR has heard that the City is concerned with the adequacy of parking at UDR's Residences at Bella Terra project. Setting aside the fact that UDR did not entitle that project and merely "inherited" the plans as approved by the City, the comparison is clearly an "apples to oranges" one. The Residences at Bella Terra project has a higher mix of larger-sized units and provides (only) 1.5 parking spaces/unit. *UDR's Pacific City project will create 42% more parking compared to The Residences at Bella Terra.* Parking issues at Bella Terra have absolutely nothing to do with the adequacy of parking at Pacific City.

B. <u>The City Staff's Position (DSP Requires Minimum of 2.5 Parking Spaces/Unit) Has Never Been Applied to Any Residential Project in the History of the City of Huntington Beach</u>.

It is important that the Planning Commission understand just how extreme the City staff interpretation of the "standard" code parking requirement really is: *it has never been applied to any residential project in the history of the City of Huntington Beach.*

First of all, there is no counterpart to DSP § 3.2.26.6 in the "general" off-street parking requirements of the City's Zoning Ordinance. Thus, there is no potential for the City to apply the same "mix and match" methodology outside the Coastal Zone that City staff would have the Commission apply by adding the 0.5 space/unit guest parking requirement in DSP § 3.2.26.4 to the 2-space/unit minimum in DSP § 3.2.26.6.

It is also a fact (assuming the City complied with its duties under the California Public Records Act)[4] that the City has never applied Planning staff's "mix and match" methodology for calculating off-street parking requirements to any residential project *within* the Coastal Zone either. In fact, *the only 3 times the City has in the past evaluated the off-street parking requirement for multi-family residential projects in the DSP area that have studio or 1-bedroom*

[4] On July 23, 2014, this office submitted a Public Records Act request to the City asking the City to produce all public records relating to this subject. A copy of that request is attached hereto as Exhibit "C."

units[5] *it has calculated the parking requirement in the identical manner that UDR believes should be applied here.* Here is the proof:

(1) In May 1988, the City Council approved development entitlements for the Town Square mixed-use project on Main Street in the DSP area.[6] The residential portion of the project consisted of 89 condominium units—55 1-BR units, 18 2-BR units, and 16 3-BR units. City staff calculated the required amount of parking for the residential portion of the Town Square project exactly as UDR proposes should be done for Pacific City. (See Exhibit "D" attached hereto, at pp. 5-7.) At 2.5 parking spaces/unit, the parking requirement for Town Square would have been 223 spaces; based on the bedroom mix City staff instead calculated the "required" amount of parking to be 195 spaces and the applicant proposed and the City approved the project with 197 spaces, a ratio of 2.21 spaces/unit and only slightly higher than the parking ratio proposed by UDR for Pacific City.[7]

(2) At about the same time the City was considering the Town Square project it also approved Pier Colony, part of another (horizontal) mixed-use project on PCH in the DSP area. As proposed by the developer, the residential portion of the project comprised 160 units—112 1-BR units and 48 2-BR units. Once again, City staff calculated the required amount of parking for Pier Colony exactly as UDR proposes should be done for Pacific City. (See Exhibit "E" attached hereto, at pp. 6-7.) At 2.5 parking spaces/unit, the parking requirement for the 160 units proposed would have been 400 spaces; based on the bedroom mix City staff instead calculated the "required" amount of parking to be 345 spaces, a ratio of 2.16 spaces/unit, the *exact* parking ratio UDR proposes for Pacific City.[8]

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5 It is only with smaller units (studios and 1-bedroom units) and larger units (3 or more bedrooms)—that the difference in methodology between how UDR and City Planning staff calculate the parking requirement makes a difference. Since under DSP § 3.2.26.4 2-BR units require 2 parking spaces/unit plus 0.5 guest spaces (2.5 total spaces/unit), staff's interpretation/application of § 3.2.26.6 results in the same number of required spaces for projects with all 2-BR units.

6 See Exhibit "D" attached hereto. Planning Director Hess appears to have been the responsible planner for this project as his initials appear at the end of the staff's report to the Planning Commission and his name is handwritten in on the copy of the staff report to the Council that was produced in response to UDR's Public Records Act request referred to in footnote 4 above.

7 At the time, the City's Zoning Ordinance and DSP required a minimum of 1-1/2 parking spaces for studio and 1-BR units. This was *reduced* to 1 space/unit when the DSP was amended in 1990. (City Council Ordinance No. 3071, p. 2 [revision to former DSP § 4.2.13].)

8 Ultimately, the City Council approved a downsized Pier Colony project with fewer total residential units (130) but a higher ratio of larger 2-BR units (70). (See Exhibit "B" at pp. 2-3.) If the City had required the project to provide 2.5 parking spaces per unit, a minimum of 325 spaces would have been needed. Instead, the City approved the project with only 292 parking spaces (a parking ratio of slightly less than 2.25 spaces/unit).

(3) In 1991, the City approved the Plaza Almeria project located at 300 Main Street in the DSP area. At the time the residential portion of this project consisted of 68 units—8 1-BR units and 60 2-BR units. Just as it had done with the Town Square and Pier Colony projects, City staff calculated the required amount of parking for Pier Colony exactly as UDR proposes should be done for Pacific City. (See Exhibit "F" attached hereto, at pp. 3-5.) At 2.5 parking spaces/unit, the parking requirement for the 68 units proposed would have been 170 spaces; based on the handful of 1-BR units in the bedroom mix City staff instead calculated the "required" amount of parking to be only 166 spaces.[9]

The bottom line is that UDR is not asking the Planning Commission to grant it any "special privilege" not afforded to other multi-family residential developers in the City of Huntington Beach. In fact, the exact opposite is true. *All UDR is asking is that it be treated the same as other multi-family residential developers in the City—both within and outside the DSP area and the Coastal Zone.*

The City has studied the adequacy of parking in the DSP area multiple times over the past 15 years or so. Never have any of the parking studies conducted by the City indicated that the residential projects in the DSP area—including Town Square, Pier Colony, or Plaza Almeria—were "under-parked." Why is UDR being required to provide so much more parking than these other projects were required to provide?

C. The Planning Staff's Interpretation Flies in the Face of the "Plain Meaning" of Applicable Provisions of the DSP and Violates Widely Accepted Rules as to How Statutes and Ordinances Are to be Interpreted.

When interpreting a statute or ordinance, "[c]ourts generally give the words. . . their plain meaning. A court's inquiry ends if the words of a statute [or ordinance] are clear and unambiguous; the plain meaning of the statute [or ordinance] governs, and there is no need for judicial construction." (58 Cal Jur. 3d, "Statutes," § 85, pp. 484-485; numerous case citations omitted.) Here, the "plain meaning" of DSP § 3.2.26.6 is exactly what it says—that "[e]ach dwelling unit located in the Coastal Zone shall have a minimum of 2 on-site parking spaces, " *not*, as staff would have you believe, *2-1/2* spaces. The minimum 2 space/unit requirement in DSP § 3.2.26.6 is *inclusive* of guest parking spaces. If the City Council and the California Coastal Commission ("CCC") had intended DSP § 3.2.26.6 to mean that studio and 1-bedroom units in the DSP area must provide a minimum of 2.5 parking spaces/unit (2 spaces for each

[9] In 1996-1997, the Plaza Almeria developer returned to the City and requested that its project approvals be revised. The residential portion of its project was converted to 45 all 2-BR units. (Exhibit "F" hereto at pp. 3-5.) Since the parking requirement for 2-BR units under § 3.2.26.4 of the DSP is 2.5 spaces/unit (2 spaces/DU plus 0.5 guest spaces/DU), the 1997 revisions to the Plaza Almeria project neither support or undermine UDR's position as to how the DSP parking requirement should be applied to Pacific City.

unit's resident(s) plus 0.5 guest spaces), they could easily have said so; they didn't. With the Council and CCC having chosen the words they did, the City staff and Planning Commission "may not, under the guise of statutory construction, rewrite the law or give the words an effect different from the plain and direct import of the terms used." (58 Cal.Jur.3d, *supra*, § 85, p. 485.)

DSP §§ 3.2.26.4 and 3.26.6 are set forth in entirely *separate* sections of that document. Each of them is self-contained. Neither section refers to, incorporates, or cross-references the other. Accordingly, there is absolutely no basis in the DSP for pulling the guest parking space provision out of the multi-family residential table in § 3.2.26.4 and inserting it (as an *additional* requirement) in § 3.2.26.6, which is the effect of what Planning staff's approach does. When the City desires to express residential off-street parking requirements separately for the resident(s) of a dwelling unit and the guests of that unit, it has shown the clear ability to do so (see Muni Code § 231.04, Schedule A and DSP § 3.2.26.4, Figure 3-15); the fact it did *not* do so when § 3.2.26.6 was added to the DSP in 2011 shows no such result was intended.

Another of the most basic principles of statutory interpretation is that "[s]tatutory interpretations that render words surplusage are to be avoided as are interpretations that would render related provisions nugatory. The courts [and the City] should give meaning to every word of a statute if possible." (58 Cal.Jur.3d, *supra*, § 91, pp. 495-496; numerous case citations omitted.) "An interpretation with the effect of making statutory language null and void is to be avoided." (*Id.*, § 107, p. 519; case citations omitted.) "When two statutes touch upon a common subject, they are to be construed in reference to each other so as to harmonize the two in such a way that no part of either becomes surplusage." (*Id.*, § 118, p. 536; case citations omitted.) The Planning staff's methodology interpretation directly violates these basic principles because it (1) renders as mere surplusage the language in DSP § 3.2.26.4 Figure 3-15 stating the off-street parking requirement for studio and 1-bedroom units is 1 space/unit and (2) requires that language to be considered null and void. If staff's interpretation of the DSP were correct, the 1 space/unit requirement for studio and 1-BR units in § 3.2.26.4 would have to be ignored and increased to 2 spaces to be correct. Once again, if the City Council and Coastal Commission had *intended* that result they could easily have said so—by simply changing the 1 space/unit provision in Figure 3-15 to 2 spaces/unit when the DSP was amended in 2011 (which would have disposed of the need to add § 3.2.26.6 entirely). Once again, they did *not* choose to do that, which reflects that they did *not* intend to leave inconsistent surplusage in the document.

"Statutes [and ordinances] must be harmonized, both internally and with each other, to the extent possible. Thus, wherever possible, seemingly conflicting or inconsistent provisions should be reconciled to avoid the declaration of an irreconcilable conflict. . . ." (58 Cal.Jur.3d, *supra*, § 114, p. 531; case citations omitted.) DSP §§ 3.2.26.4 and 3.2.26.6 can *only* be harmonized by acceptance of UDR's interpretation, not Director Hess's interpretation. It makes sense for the City to calculate the parking requirement for UDR's Project separately under those 2 provisions of the DSP and then hold UDR to the stricter of the 2 parking requirements that

result. It makes no sense to "mix and match" the parking requirements by taking some parking requirements from § 3.2.26.6 (minimum 2 space/unit requirement for studio and 1-BR units), other parking requirements from § 3.2.26.4 ("base" parking space requirement for 2- and 3-BR units and guest parking space requirement for *all* units) and then combining those calculations in a manner that results in a direct conflict with the language in § 3.2.26.4 as to how the parking requirement for studio and 1-BR units is supposed to be determined.

D. There is No "Legislative History" Supporting Planning Staff's Interpretation of the "Standard" Parking Requirements in the DSP and No Evidence Their Long After-the-Fact Interpretation Was Intended or Is Required to Comply With Any Policies or Standards of the California Coastal Commission.

"If there is no ambiguity in the language of the statute [or ordinance], then the legislature is presumed to have meant what it said, and the plain meaning of the language governs. . . .The courts [and Planning Commission] may not speculate that the legislature meant something other than what it said nor may they alter or otherwise rewrite a statute [or ordinance] so as to make it express an intention that does not appear from the language involved." (58 Cal.Jur.3d, *supra*, § 111, pp. 525-527; case citations omitted.)

Even *if* the language of DSP §§ 3.2.26.4 and 3.2.26.6 were not absolutely clear as applied to the issue raised by this appeal, however, and resort to legislative history were needed to interpret those regulations, the fact remains that there is not a shred of legislative history supporting the interpretation now being given to those codes by the City's Planning Department.

As noted above, UDR submitted a Public Records Act request to the City asking the City to produce every public record relating to this issue. I have reviewed every one of the *nearly 40,000 pages* produced by City staff. Just so there is no misunderstanding, I am providing the Planning Commission with CDs containing the *entire* list of documents produced. So what did I find? Answer: absolutely nothing. There is not a single word, a single sentence, a single page in this mass of documents that supports staff's interpretation.

Section 3.2.26.6 was added to the DSP in 2011. Planning staff has verbally stated to UDR representatives that this was done to provide consistency with the Coastal Act (in particular, Section 30252) and LCP policies and programs (C1.1.5, C2.4.2, I-C9 f-1) and to ensure the provision of adequate parking for new developments in the Coastal Zone. UDR takes no issue with enforcement of the California Coastal Act's requirements and policies. In fact, however, there does not appear to have been the slightest mention at the time the 2011 amendment to the DSP was prepared, processed, or approved as to (1) what the intent of § 3.2.26.6 was or (2) how § 3.2.26.6 was supposed to be reconciled or harmonized with § 3.2.26.4. *In particular, nowhere in the record is there any indication that City staff, the Planning Commission, the City Council, or the California Coastal Commission believed studio*

and 1-BR units require a minimum of 2.5 parking spaces (2 for the resident(s) plus 0.5 for guests).

On the contrary, the CCC's actions over the years clearly demonstrate it does *not* demand or expect studio and 1-BR units in multi-family residential projects will provide 2.5 parking spaces/unit (2 spaces for the resident(s) and 0.5 for guests) and it has oftentimes issued coastal development permits for projects similar to UDR's Pacific City Project with far less parking and completely in line with the current UDR request. See, *e.g.*, the following:

- On July 24, 2001, CCC staff issued its report to the Commission for a proposed 556-unit residential condominium project in downtown Long Beach—a project very similar in terms of size and bedroom mix to UDR's Pacific City Project. The project proposal was for 1,008 parking spaces, 888 spaces for the exclusive use of residents and 120 spaces for use of guests *and* the general public, for an overall parking ratio of 1.81 spaces/unit (including the *public* parking component), *far below* the 2.10 spaces/unit that UDR proposes to provide in its Pacific City Project. (See Exhibit "G" hereto at pp. 4 and 9-17 and Exhibit "H" hereto, Section I ["Introduction"), p. 1.) Notwithstanding that the City of Long Beach's certified LCP at the time normally required 2 spaces/DU plus 1 guest space per 6 units (2.17 parking spaces/DU, just slightly higher than the amount of parking UDR proposes to provide in its Pacific City project), CCC staff concluded that with the 1.81 spaces/unit proposed the project "will provide an adequate parking supply to meet the needs of the residents and guests without causing negative impacts to coastal access or access to public recreational facilities" and the Coastal Commission approved a *variance* reducing the "normal" parking requirement by 197 spaces, 16% fewer than required by the City of Long Beach's LCP. (Exhibit "G" at pp. 11, 12, 15.) The Commission found the variance was supportable based upon an extensive parking study of 11 similar multi-family residential projects in Long Beach, San Diego, Marina del Rey, and San Diego conducted by Kaku Associates--the same firm that prepared Huntington Beach's Downtown Parking Master Plan study. (*Id.*, p. 15; see Exhibit "H" attached hereto.) The Kaku study demonstrated that "the actual parking demand for guests and residents combined [for these 11 projects] ranges from 0.66 to 1.59 spaces per occupied dwelling unit" and that "[d]evelopments with a high proportion of studio and one-bedroom units. . . [which is the case with UDR's Pacific City Project] tend to experience parking demands in the lower end of this range." (Exhibit "G" at p. 15; Exhibit "H" at pp. 7, 20.)[10]

[10] The 2001 Kaku parking study resulted in remarkably similar findings to the LL&G parking study performed for UDR's Project. (See Exhibit "B".) See also Exhibit "I" at p. 15, which surveys the parking requirements of no fewer than 36 local jurisdictions throughout the State of California, none of which has a standard parking requirement for studio and 1-bedroom residential units higher than 1.7

- More recently, on July 19, 2011, CCC staff issued its report to the Commission for a proposed 20-unit residential condominium complex in downtown Santa Monica. Coastal staff advised that "[t]he proposed project will provide parking at the Commission's current parking ratio of 2 parking spaces per unit with 1 guest parking space per four units, for a total of 45," or a ratio of 2.25 spaces per unit, only slightly more parking than the 2.16 space/unit ratio UDR proposes to provide. CCC staff assured the Commission this amount of parking "will not adversely impact coastal access and will be consistent with Section 30252 of the Coastal Act and with the applicable policies of the City's certified LUP." (See Exhibit "I" hereto at p. 7.)

If the California Coastal Commission truly had some sort of policy that all residential projects in the coastal zone, including studio and 1-bedroom units, must provide a minimum of 2.5 parking spaces (2 for the resident(s) and 0.5 for guests), *WHERE IS THAT POLICY?* UDR has asked the City to produce any CCC policy under which the City claims to be operating and any communications from the Coastal Commission regarding any such CCC policy and UDR has received *nothing* in response. Moreover, if the Coastal Commission truly insists that residential projects in Huntington Beach's coastal zone, including studio and 1-bedroom units, must provide a minimum of 2.5 parking spaces (2 for the resident(s) and 0.5 for guests), why then did the Commission approve the City's original DSP in 1983-1984 and at least 6 amendments to the DSP between 1983 and 2009 *without requiring such a provision to be included*? (See in this regard, City Council Resolution No. 5308-A and Ordinance No. 2646-A, adopted October 10, 1983, and October 17, 1983, respectively; Ordinance No. 2942, adopted May 16, 1988; Ordinance No. 3071, adopted October 15, 1990; Ordinance No. 3180, adopted February 1, 1993; Ordinance No. 3239, adopted October 17, 1994; Ordinance No. 3280, adopted May 1, 1995; Resolution No. 2000-107 and Ordinance No. 3483, adopted November 6, 2000, and November 20, 2000, respectively.) The answer is clear: *because the Coastal Commission has no such policy.* There is no question the Coastal Commission is acutely sensitive to the need for private developments in the coastal zone—residential and non-residential--to provide adequate off-street parking, but the Commission has no uniform "one size fits all" policy as to how much parking is needed for a multi-family residential project such as UDR's Pacific City Project. Twisting DSP § 3.2.26.6 to mean something that flatly contradicts what it says based upon a supposed Coastal Commission edict that does not exist cannot be justified.

E. <u>The Planning Staff's Interpretation Would Lead to Absurd Consequences.</u>

Even if DSP §§ 3.2.26.4 and 3.2.26.6 were ambiguous, which they are not, the Planning Commission must be guided by the rule that "[i]f a statute [or ordinance] is amenable to two alternative interpretations, the one that leads to the more reasonable result will be followed." (58

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spaces (far less than City staff's interpretation of 2.5 spaces in this case) and with the average or mean running somewhere between 1.25-1.5 spaces/unit.

Cal.Jur.3d, *supra*, § 106, p. 517; case citations omitted.) An interpretation "leading to absurd consequences should not be chosen." (*Id.*, § 108, pp. 520-521; case citations omitted.) UDR respectfully submits that if DSP § 3.2.26.6 is interpreted as City staff says it should be interpreted—even studio and 1-BR units in multi-family units in the DSP area must provide a minimum of 2.5 parking spaces--the result would be unreasonable and absurd consequences, consequences that should be avoided. UDR says this for 3 separate reasons.

First of all, the off-street parking requirements that apply city-wide (outside the coastal zone) require only 1.5 spaces per multi-family residential unit (1 for the resident(s) and 0.5 for guests). The effect of staff's interpretation would be to increase that requirement by *sixty-seven percent (67%)* for projects in the coastal zone, a gigantic increase. There is no reasonable basis for concluding that multi-family residential projects in the coastal zone necessitate this much "extra" parking.

Secondly, if Planning staff's interpretation were followed it would create the anomaly of requiring residential developers to provide more parking for *multi*-family residential projects than they are required to provide for *single*-family residential projects. In this regard, Figure 3-15 in DSP § 3.2.26.4 requires a single-family residential project to provide only 2 parking spaces for up to 3 bedrooms, with no guest space requirement and no additional spaces required unless no on-street parking is allowed. Thus, acceptance of Planning staff's interpretation would result in a situation in which a studio apartment in a multi-family project would necessitate a requirement for 2.5 parking spaces and a 3-bedroom single-family home would only have to provide 2 parking spaces. What is the sense of that? Every professional analysis confirms that single-family residential units need more parking than multi-family residential units. (See, *e.g.*, the ITE's *Parking Generation* Manual (4th edition).

Third, and finally, staff's interpretation would lead to unreasonable results simply because it would require the developers of small studio and 1-BR multi-family residential units to provide much more parking than is actually needed in the real world. Who really believes that a studio apartment or even a 1-BR unit requires 2.5 parking spaces? Is there any parking study that could possibly support such an excessive standard? The answer UDR has come to after reviewing the LL&G parking study, the 2001 parking study performed by Kaku Associates for the coastal project in Long Beach, a variety of Coastal Commission project records, and nearly 40,000 pages of City records is a resounding "NO."

* * *

UDR is well aware of and fully supports the City staff's position that UDR's Pacific City Project should be adequately parked. UDR's plan accomplishes that objective—plus providing a very healthy "contingency factor." UDR is not asking for any favors or special treatment: it simply asks to be treated the same way every other multi-family residential developer in the history of the City of Huntington Beach has been treated. UDR's Project will only "need" a

maximum of 949 parking spaces (1.84 spaces/unit) but UDR is prepared to provide 1,112 (2.16 spaces/unit). This is much more than enough. Please enforce the DSP the way it was written, the way it was intended, and the way it has been implemented in the past: approve UDR's EPA and Design Review *without* the need for a variance and affirm that UDR's proposal to provide 1,112 parking spaces for its 516 units fully complies with the DSP's off-street parking requirements.

Sincerely,

RUTAN & TUCKER, LLP

Jeffrey M. Oderman

JMO:jmo
Attachments
cc: Scott Hess, AICP, Director of Planning and Building
Jill Ann Arabe, Associate Planner
Michael Gates, City Attorney
Mike Vigliotta, Chief Assistant City Attorney

UDR

Analysis of Parking Requirements - UDR Proposed Mix

Date: *12/8/2014*

					Downtown Specific Plan (DSP Section 3.2.26.4)		COASTAL ZONE (DSP Section 3.2.26.6)		HB Staff Standard	
Type	Frequency	SF	Total SF	%	Parking Req'd	Spaces	Parking Req'd	Spaces	Parking Req'd	Spaces
Studio	50	666	33,300	9.7%	1.0	50	2.0	100	2.0	100
1BED/1BA	188	905	170,207	36.4%	1.0	188	2.0	376	2.0	376
2 BED/2 BA	211	1,281	270,291	40.9%	2.0	422	2.0	422	2.0	422
3BED/2BA	67	1,592	106,664	13.0%	2.5	168	2.0	134	2.0	134
Total Units	**516**	**1,125**	**580,462**	**100.0%**		**828**		**1,032**		**1,032**
Guest Spaces/unit					0.5	258	0.0	0	0.5	258
Total Parking						**1,086**		**1,032**		**1,290**
Spaces/Unit						*2.10*		*2.00*		*2.50*

Final Parking Requirement **1,086**

UDR Proposed Parking 1,112

Surplus Parking (above code requirement) 26

ATTACHMENT NO. 12.14

EXHIBIT A

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
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Pasadena
Irvine
San Diego
Woodland Hills

November 7, 2014

Mr. Robert McCullough
UDR, Inc.
7 Harcourt Street, 2nd Floor
Boston, Massachusetts 02116

LLG Reference: 2.14.3466.1

Subject: ***Updated* Parking Study for the Proposed Pacific City Apartments (Coastal Zone Analysis)** - Huntington Beach, California

Dear Mr. McCullough:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Parking Study for the proposed Pacific City Apartments project in the City of Huntington Beach, California. The project site is located on the future block of First Street, Atlanta Avenue, Huntington Street, and Pacific View Avenue (future). This study has been prepared to determine the appropriate parking demand for the proposed Project based on empirical data from other comparable properties located within the Coastal Zone and technical reference manuals.

Figure 1, attached, presents the site plan for the proposed Pacific City Apartments project. As presented in *Figure 1*, the proposed Project includes the construction of six (6) three and four-story podium buildings with ancillary clubhouse and amenity structures totaling 516 residential dwelling units (DU). The proposed unit mix consists of the following:

- 50 - Studios
- 188 - One Bedroom
- 211 - Two bedrooms
- 67 - Three Bedrooms

CITY CODE AND DOWNTOWN SPECIFIC PLAN RATIOS

The City's Municipal Code specifies the following parking requirements for residential uses:

City Code: Multi-Family

- Studio/one-bedroom units – 1 enclosed space per unit
- Two-bedroom units – 2 spaces (1 enclosed) per unit

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

An LG2WB Company Founded 1966

ATTACHMENT NO. 12.15

EXHIBIT B

- Three or more-bedroom units – 2.5 spaces (1 enclosed) per unit
- Guests – 0.5 spaces per unit

Applying the City Code ratio results in a parking requirement of 1,086 parking spaces for the 516 dwelling units with a "blended" ratio of ***2.10 spaces per unit*** is derived. This resultant parking ratio (based strictly on City Code calculation) is conservative and overestimates the potential parking needs of the project.

In addition to City Code ratios, the City has adopted other ratios for residential uses as part of the Downtown Specific Plan (DSP). The DSP ratios are as follows:

Downtown Specific Plan: Multi-Family (Coastal Zone)

- Minimum 2 spaces per unit in Coastal Zone

Applying the DSP ratios (presuming a minimum of ***2.0 spaces per unit*** based on the Coastal Zone requirement) to the proposed 516 units yields a total requirement of 1,032 parking spaces. This resultant parking ratio, like the City Code ratio, is also conservative and overestimates the potential parking needs of the project, as discussed in the next section.

COMPARISON OF PARKING RATIOS

In discussions with City Staff, concerns were raised over the unique nature of the Coastal Zone and the impact that might have on parking demand for multi-family residential developments. To address the concerns, only comparable properties located within the Coastal Zone were selected (See ***Table 1***). The results of the study were conclusive, showing that the actual demand for multi-family residential demand was significantly less than the Huntington Beach Parking Code requirement. This outcome is supported by LLG's previous field studies of actual parking demand at existing sites similar to the project in addition to parking demand/empirical ratio compilations from other sources.

Table 1 presents a comparison of parking ratios from various sources, and underscores the fact that the ratio of 2.10 spaces per unit derived from the strict City Code calculation is significantly greater than all of the peak parking ratios compiled. Comparing the minimum ratio of 2.0 spaces per unit (derived from the application of DSP Plan Coastal Zone ratios) against the parking rates presented in *Table 1* shows that a minimum ratio of 2.0 spaces per unit is also greater than the peak parking ratios compiled, but is more in line with the actual peak parking demand of apartment complexes.

The upper portion of *Table 1* presents the six (6) comparable sites within the Coastal Zone in Marina del Rey, Hermosa Beach, Huntington Beach, Newport Beach, and Long Beach. The six existing developments are summarized as follows:

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- Pier Colony – Huntington Beach (130 DU & 292 parking spaces)
  - 60 - One Bedroom units
  - 70 - Two bedroom units
- Jefferson at Marina del Rey – Marina del Rey (298 DU & 662 parking spaces)
  - 82 - Studios
  - 184 - One Bedroom units
  - 32 - Two bedroom units
- Westerly on Lincoln – Marina del Rey (583 DU & 1,217 parking spaces)
  - 39 - Studios
  - 343 - One Bedroom units
  - 201 - Two bedroom units
- Playa Pacifica – Hermosa Beach (285 DU & 462 parking spaces)
  - 83 - Studios
  - 148 - One Bedroom units
  - 54 - Two bedroom units
- Balboa Bay Club – Newport Beach (145 DU & 271 parking spaces)
  - 30 - Studios
  - 21 - One Bedroom units
  - 63 - Two Bedroom units
  - 31 – Three Bedroom units
- 1900 Ocean Boulevard – Long Beach (265 DU & 337 parking spaces)
  - 189 - One Bedroom units
  - 74 - Two Bedroom units
  - 2 - Three & Four Bedroom units

Appendix A, attached, contains the detailed weekday and weekend hourly count data for the six (6) sites. The sites were counted on a typical weekday (Thursday) and weekend day (Saturday) between 12:00 PM (Noon) and 1:00 AM. It should be noted that the peak parking demand (greater of the weekday or weekend count) for each study site was increased by 10% to account for any daily variation and/or any minor on-street parking that was not collected in the parking utilization counts. It should be further noted that each study site is at least 94% leased/occupied and on-street parking is essentially not available at any of these sites based on their proximity to the beach.

This array of peak parking rates yields an average ratio of 1.32 occupied spaces per unit, an 85th percentile ratio of 1.48 occupied spaces per unit, and a maximum ratio of 1.84 occupied spaces per unit (based on the Jefferson at Marina del Rey development located within the Marina del Rey Coastal Zone).

Parking Generation (4th Edition) published by the Institute of Transportation Engineers (ITE) and *Shared Parking* (2nd Edition) published by the Urban Land Institute (ULI) provide peak parking ratios for apartment complexes, as summarized

LINSCOTT LAW & GREENSPAN engineers

in the middle portion of *Table 1*. These parking ratios range from 1.20 spaces per unit (average ratio per ITE) to 1.65 spaces per unit (ULI *Shared Parking*).

CONCLUSION

Based on the above, we conclude that the appropriate parking ratio for the proposed Pacific City Apartments project is ***1.84 parking spaces per unit***, which equates to a peak parking demand of ***949 parking spaces***. As a result, it is recommended that a minimum of 949 on-site parking spaces be provided for the proposed Pacific City Apartments project.

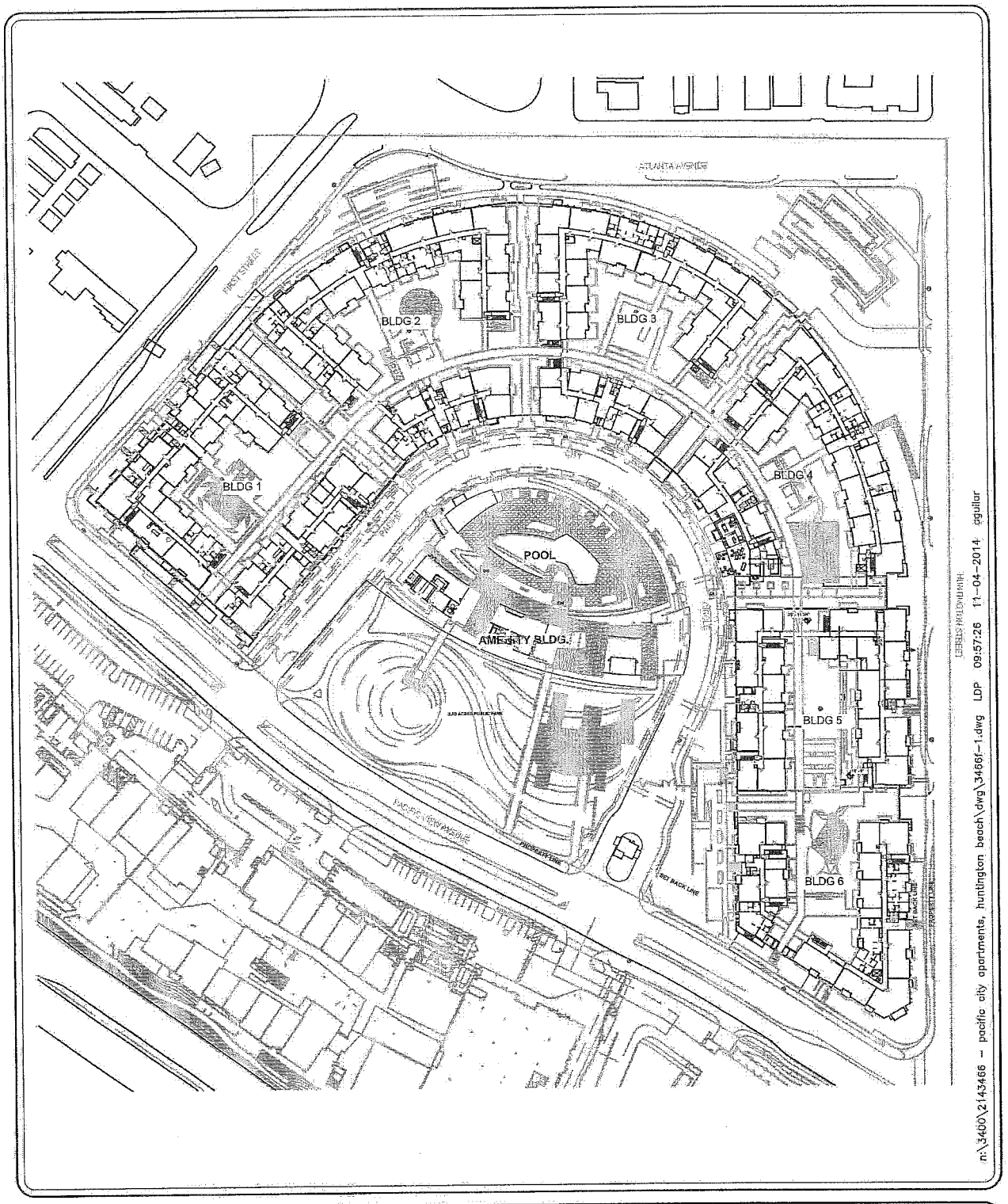
We appreciate the opportunity to provide this analysis. Should you have any questions, please call us at 949.825.6175.

Sincerely,
Linscott, Law & Greenspan, Engineers

Keil D. Maberry, P.E.
Principal
California Registration: TR1802

REGISTERED PROFESSIONAL ENGINEER
KEIL D. MABERRY
No. 1802
Exp. 6.30.15
TRAFFIC
STATE OF CALIFORNIA

Attachment



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

FIGURE 1

PROPOSED SITE PLAN
PACIFIC CITY APARTMENTS, HUNTINGTON BEACH

ATTACHMENT NO. 12.19

LINSCOTT LAW & GREENSPAN engineers

TABLE 1
PARKING SUMMARY
Pacific City Apartments, Huntington Beach

Comparable Site or Reference	Tenant & Guest [a] Peak Occupied Parking Ratio (spaces per DU + 10%)
1 Pier Colony, 130 DU (100% occupied) 200 Pacific Coast Highway, Huntington Beach	1.31
2 Jefferson at Marina del Rey, 298 DU (95.4% occupied) 3221 Carter Avenue, Marina del Rey	**1.84**
3 Westerly on Lincoln, 583 DU (94% occupied) 13603 Marina Pointe, Marina del Rey	1.36
4 Playa Pacifica, 285 DU (97.5% occupied) 415 Herondo Street, Hermosa Beach	1.24
5 Balboa Bay Club, 145 DU (96% occupied) 1221 West Coast Highway, Newport Beach	1.27
6 1900 Ocean Boulevard, 265 DU (98% occupied) 1900 Ocean Bouelvard, Long Beach	0.91
Average:	**1.32**
85th Percentile Peak Demand:	**1.48**
Maximum:	**1.84**
ITE *Parking Generation*, 4th Edition Low/Mid-Rise Apartment (Urban)	
Average:	**1.20**
85th Percentile:	**1.61**
ULI *Shared Parking*: Residential (Rental) Units	**1.65**
Parking Calculation Using Empirical Rates Above (516 DUs for Pacific City Apartments)	
Average Demand (1.32 x 516 DUs):	**681**
85th Percentile Demand (1.48 x 516 DUs):	**764**
Maximum Demand (1.84 x 516 DUs):	**949**

Notes:

[a] Based on parking survey data increased by 10% to account for daily variation and possible minor on-street parking

ATTACHMENT NO. 12.20

APPENDIX A

PARKING SURVEY DATA

ATTACHMENT NO. 12.21

PIER COLONY

ATTACHMENT NO. 12.22

PACIFIC CITY APARTMENTS

PIER COLONY

TWO DAY PARKING UTILIZATION COUNT

16-Oct-14

COUNTER: CARLOS ALDUENDA

	UPPER LEVEL			LOWER LEVEL	TOTAL
	RESIDENT	GUEST	MAINT. (RES)	RESIDENT	
PM					
12:00	19	21	0	48	88
1:00	20	27	0	51	98
2:00	18	24	0	48	90
3:00	20	19	0	51	90
4:00	21	17	0	53	91
5:00	23	14	0	54	91
6:00	28	12	0	63	103
7:00	29	11	0	77	117
8:00	30	15	0	82	127
9:00	33	14	0	85	132
10:00	34	13	0	87	134
11:00	35	13	0	90	138
AM					
12:00	36	14	0	93	143
TOTAL	346	214	0	882	
SUPPLY	61	66	1	164	292

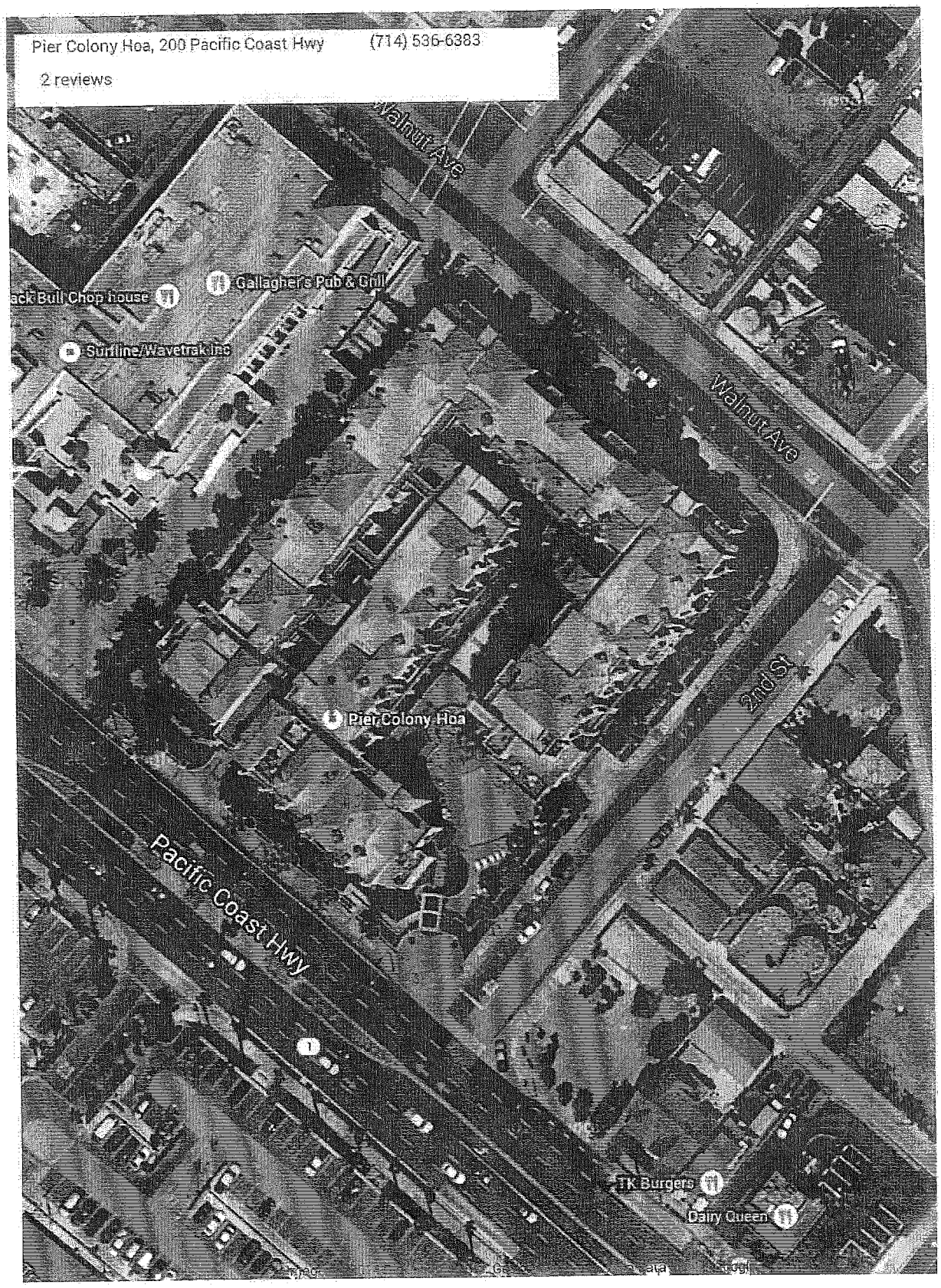
ATTACHMENT NO. 12.23

PACIFIC CITY APARTMENTS
PIER COLONY
TWO DAY PARKING UTILIZATION COUNT
18-Oct-14

COUNTER: CARLOS ALDUENDA

	UPPER LEVEL			LOWER LEVEL	TOTAL
	RESIDENT	GUEST	MAINT. (RES)	RESIDENT	
PM					
12:00	25	18	0	73	116
1:00	29	16	0	75	120
2:00	29	19	0	76	124
3:00	28	22	0	77	127
4:00	30	24	0	78	132
5:00	31	22	0	82	135
6:00	35	25	0	82	142
7:00	36	24	0	84	144
8:00	33	26	0	84	143
9:00	35	26	0	85	146
10:00	35	24	0	89	148
11:00	36	24	0	95	155
AM					
12:00	36	25	0	94	155
TOTAL	418	295	0	1074	
SUPPLY	61	66	1	164	292

ATTACHMENT NO. 12.24



ATTACHMENT NO. 12.25

JEFFERSON AT MARINA DEL REY

ATTACHMENT NO. 12.26

PACIFIC CITY APARTMENTS
JEFFERSON AT MARINA DEL REY
TWO DAY PARKING UTILIZATION COUNT
9-Oct-14

COUNTER: Gabrielle M Alduenda

	LEVEL 1		LEVEL 2		LEVEL 3		LEVEL 4		LEVEL 5	LEVEL 6		LEVEL 7	TOTAL
	REG	HDP	REG	HDP	REG	HDP	REG	HDP	REG	REG	GUEST	GUEST	
PM													
12:00	46	4	45	3	40	2	24	1	22	6	12	8	213
1:00	51	4	49	3	42	2	27	1	27	3	12	8	229
2:00	53	1	51	2	45	1	29	1	33	3	9	9	237
3:00	56	2	54	3	45	2	32	2	37	3	9	8	253
4:00	55	4	55	4	44	3	34	3	35	3	9	8	257
5:00	56	3	56	3	44	1	38	1	39	4	9	7	261
6:00	57	2	59	2	49	2	42	1	40	4	10	7	275
7:00	65	2	71	1	57	2	53	0	52	4	12	7	326
8:00	73	3	80	0	66	1	59	0	59	3	12	9	365
9:00	82	5	90	2	80	2	72	1	64	3	15	8	424
10:00	85	5	94	3	87	2	78	1	70	3	18	9	455
11:00	87	7	95	4	94	5	79	2	73	7	18	10	481
AM													
12:00	88	6	96	4	96	4	84	2	77	9	17	15	498
TOTAL	854	48	895	34	789	29	651	16	628	55	162	113	
SUPPLY	91	8	98	6	109	5	109	3	107	52	33	41	662

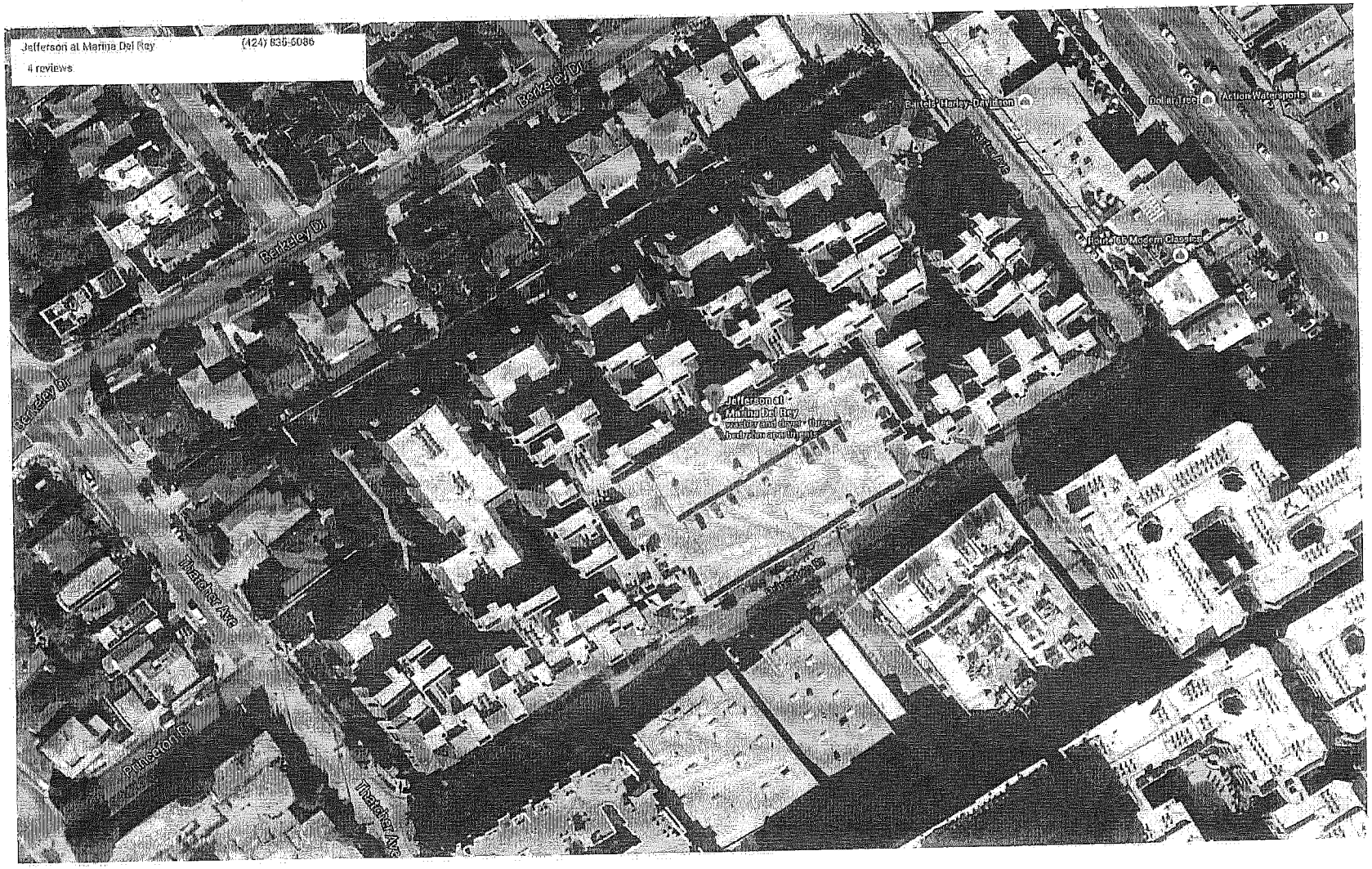
ATTACHMENT NO. 12.27

PACIFIC CITY APARTMENTS
JEFFERSON AT MARINA DEL REY
TWO DAY PARKING UTILIZATION COUNT
11-Oct-14

COUNTER: Gabrielle M Alduenda

	LEVEL 1		LEVEL 2		LEVEL 3		LEVEL 4		LEVEL 5	LEVEL 6		LEVEL 7	TOTAL
	REG	HDP	REG	HDP	REG	HDP	REG	HDP	REG	REG	GUEST	GUEST	
PM													
12:00	68	4	61	2	70	1	64	1	45	4	25	3	348
1:00	77	5	65	3	74	3	66	2	47	5	24	3	374
2:00	84	7	70	5	71	4	62	2	50	4	20	4	383
3:00	79	4	66	2	68	2	59	1	48	4	18	5	356
4:00	85	5	69	4	68	3	55	1	44	4	18	6	362
5:00	86	3	73	4	70	3	56	2	47	4	19	7	374
6:00	88	5	79	3	77	2	59	1	43	4	21	7	389
7:00	90	6	83	4	80	3	60	2	46	4	20	6	404
8:00	85	4	77	2	77	2	60	3	40	5	22	7	384
9:00	80	2	70	1	72	1	57	2	39	5	21	7	357
10:00	84	4	78	3	75	4	59	3	42	5	20	8	385
11:00	87	6	85	4	79	4	63	3	45	7	27	8	418
AM													
12:00	88	5	89	5	84	3	68	2	52	8	25	9	438
TOTAL	1081	60	965	42	965	35	788	25	588	63	280	80	
SUPPLY	91	8	98	6	109	5	109	3	107	52	33	41	662

ATTACHMENT NO. 12.28



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ATTACHMENT NO. 12.29

WESTERLY ON LINCOLN

ATTACHMENT NO. 12.30

PACIFIC CITY APARTMENTS
WESTERLY ON LINCOLN
TWO DAY PARKING UTILIZATION COUNT
9-Oct-14

COUNTER: Carlos Alduenda

	BLUE SECTION		GREEN SECTION		YELLOW SECTION		ORANGE SECTION		UPPER LEVEL TEMPORARY PARKING					TOTAL
	UPPER	LOWER	UPPER	LOWER	UPPER	LOWER	UPPER	LOWER	GUEST	HDP	DROP OFF	EMPLOYEE	FUTURE RESIDENT	
PM														
12:00	24	52	24	43	32	53	59	71	47	2	3	3	7	420
1:00	29	55	27	69	36	42	55	64	45	1	1	3	4	431
2:00	36	61	30	74	41	47	59	76	48	1	2	2	5	482
3:00	38	63	32	84	43	49	63	80	47	2	3	2	5	511
4:00	44	66	38	89	47	51	66	87	50	1	2	3	4	548
5:00	46	70	39	91	50	55	70	89	52	2	2	2	4	572
6:00	48	72	38	93	47	56	71	87	52	2	2	1	3	572
7:00	50	75	41	94	51	57	75	93	51	2	3	1	4	597
8:00	55	77	44	97	52	59	76	96	50	2	3	0	5	616
9:00	57	83	47	102	54	68	81	102	47	2	2	0	3	648
10:00	60	88	48	105	55	74	84	107	45	2	3	1	4	676
11:00	63	95	50	106	57	80	87	110	42	2	3	1	3	699
AM														
12:00	66	99	54	108	62	85	93	111	40	1	2	1	3	725
TOTAL	616	956	512	1155	627	776	939	1173	616	22	31	20	54	
SUPPLY	86	133	77	207	118	140	189	187	65	2	3	3	7	1217
NOT MARKED				5		1		1						7

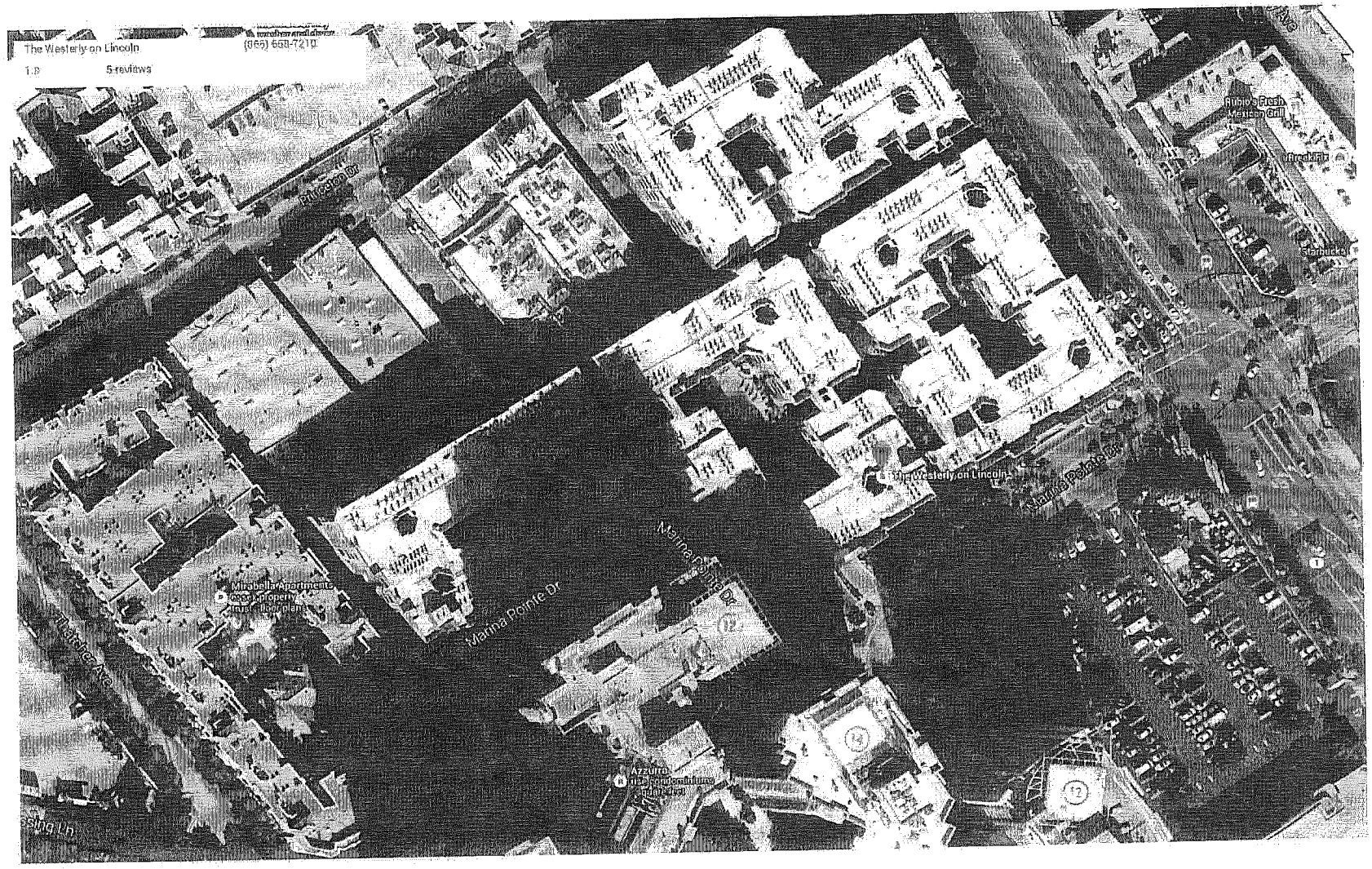
ATTACHMENT NO. 12.31

PACIFIC CITY APARTMENTS
WESTERLY ON LINCOLN
TWO DAY PARKING UTILIZATION COUNT
11-Oct-14

COUNTER: Carlos Alduenda

	BLUE SECTION			GREEN SECTION		YELLOW SECTION		ORANGE SECTION		UPPER LEVEL TEMPORARY PARKING					TOTAL
	UPPER	LOWER		UPPER	LOWER	UPPER	LOWER	UPPER	LOWER	GUEST	HDP	DROP OFF	EMPLOYEE	FUTURE RESIDENT	
PM															
12:00	39	60		31	74	50	62	78	70	59	2	2	2	6	535
1:00	43	65		33	75	55	69	80	75	60	2	1	2	5	565
2:00	42	66		32	78	48	61	74	78	65	2	3	3	4	556
3:00	40	64		26	73	45	58	70	76	63	1	2	3	3	524
4:00	43	67		29	75	52	61	73	67	63	2	3	1	7	543
5:00	46	69		31	79	54	60	74	69	61	2	3	2	5	555
6:00	40	67		33	86	50	57	69	73	59	2	3	0	6	545
7:00	42	71		36	90	53	61	74	79	61	2	2	0	5	576
8:00	37	68		33	91	51	58	71	72	65	2	2	0	6	556
9:00	34	65		30	87	50	55	69	70	65	2	3	0	5	535
10:00	39	68		36	90	53	59	71	77	64	2	2	0	5	566
11:00	42	70		34	94	52	65	75	82	65	2	3	1	7	592
AM															
12:00	51	76		42	101	59	70	83	90	65	2	3	1	7	650
TOTAL	538	876	0	426	1093	672	796	961	978	815	25	32	15	71	
SUPPLY	86	133		77	207	118	140	189	187	65	2	3	3	7	1217
NOT MARKED					5		1		1						7

ATTACHMENT NO. 12.32



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ATTACHMENT NO. 12.33

PLAYA PACIFICA

PACIFIC CITY APARTMENTS
PLAYA PACIFICA
TWO DAY PARKING UTILIZATION COUNT
9-Oct-14

COUNTER: NICOLE NGUYEN

	RESIDENT				TEMPORARY		TOTAL
	UNDERGROUND LEVEL	LEVEL 1	LEVEL 2	LEVEL 3	GUEST	FUTURE RESIDENT	
PM							
12:00	89	14	14	16	10	2	145
1:00	82	12	17	17	10	1	139
2:00	78	13	12	16	11	0	130
3:00	80	13	17	18	12	1	141
4:00	81	16	20	19	13	2	151
5:00	92	17	21	25	15	4	174
6:00	105	17	25	22	14	4	187
7:00	134	18	33	28	16	6	235
8:00	138	26	37	31	16	5	253
9:00	154	24	40	36	16	5	275
10:00	171	22	45	34	16	6	294
11:00	186	25	47	38	16	6	318
AM							
12:00	190	25	48	38	16	5	322
TOTAL	1580	242	376	338	181	47	
SUPPLY	265	49	56	69	16	7	462

ATTACHMENT NO. 12.35

PACIFIC CITY APARTMENTS
PLAYA PACIFICA
TWO DAY PARKING UTILIZATION COUNT
11-Oct-14

COUNTER: JESSE SILVA

	RESIDENT				TEMPORARY		TOTAL
	UNDERGROUND LEVEL	LEVEL 1	LEVEL 2	LEVEL 3	GUEST	FUTURE RESIDENT	
PM							
12:00	126	21	26	29	16	7	225
1:00	119	20	26	28	16	7	216
2:00	121	24	24	29	16	7	221
3:00	128	21	24	30	11	6	220
4:00	132	21	28	28	13	6	228
5:00	128	20	30	25	16	5	224
6:00	124	22	33	26	16	6	227
7:00	133	21	33	26	16	6	235
8:00	140	24	34	28	16	7	249
9:00	152	27	37	28	16	7	267
10:00	155	28	36	30	16	7	272
11:00	157	28	39	30	16	7	277
AM							
12:00	159	28	39	35	16	7	284
TOTAL	1774	305	409	372	200	85	
SUPPLY	265	49	56	69	16	7	462

ATTACHMENT NO. 12.36

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ATTACHMENT NO. 12.37

BALBOA BAY CLUB

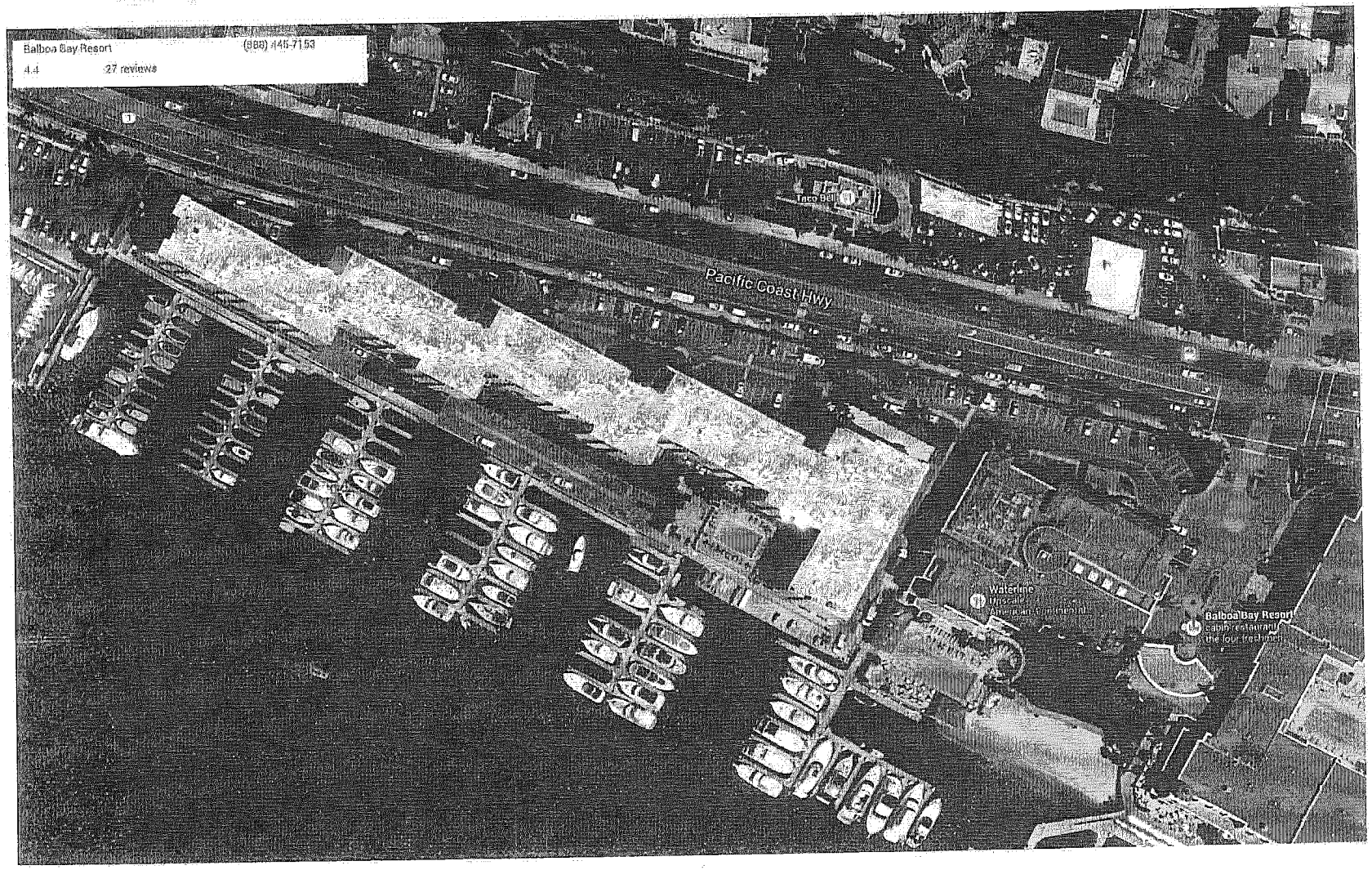
ATTACHMENT NO. 12.38

	BALBOA BAY CLUB 10/9/2014	BALBOA BAY CLUB 10/11/2014
12:00 PM	101	130
1:00 PM	97	135
2:00 PM	98	129
3:00 PM	107	132
4:00 PM	107	130
5:00 PM	113	131
6:00 PM	124	147
7:00 PM	129	150
8:00 PM	139	152
9:00 PM	137	156
10:00 PM	144	158
11:00 PM	146	161
12:00 AM	147	166

TOTAL SPACES 271

ATTACHMENT NO. 12.39

Balboa Bay ~~Resort~~ - Google Maps
CLUB RESIDENTIAL



Imagery ©2014 DigitalGlobe, U.S. Geological Survey, Map data ©2014 Google 50 ft

https://www.google.com/maps/place/Balboa+Bay+Resort/@33.6160849,-117.9153277,246m/data=!3m1!1e3!4m2!3m1!1s0x8... 10/30/2014

ATTACHMENT NO. 12.40

1900 OCEAN BOULEVARD

ATTACHMENT NO. 12.41

LINSCOTT LAW & GREENSPAN engineers

PARKING UTILIZATION SURVEY
1900 OCEAN BOULEVARD, LONG BEACH

Time Period	Thursday October 9, 2014	Saturday October 11, 2014
12:00 PM	115	153
1:00 PM	112	152
2:00 PM	106	149
3:00 PM	115	142
4:00 PM	119	140
5:00 PM	130	139
6:00 PM	149	149
7:00 PM	174	153
8:00 PM	193	**161**
9:00 PM	206	159
10:00 PM	209	156
11:00 PM	**219**	154
12:00 AM	219	154

Notes:
- Bold/Shaded cells denote peak demand.
- Total parking supply is 337.

ATTACHMENT NO. 12.42

ATTACHMENT NO. 12.43

RUTAN

RUTAN & TUCKER, LLP

Jeffrey M. Oderman
Direct Dial: (714) 641-3441
E-mail: joderman@rutan.com

July 23, 2014

VIA E-MAIL AND
FIRST CLASS MAIL

City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
Attention: Joan L. Flynn, City Clerk

City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
Attention: Scott Hess, AICP, Director of
Planning & Building

Re: Public Records Act Request Relating to Pacific City Residential Project in the City of Huntington Beach

Dear Ms. Flynn and Mr. Hess:

The law firm of Rutan & Tucker, LLP, represents DCO Pacific City LLC ("UDR"), owner of the Pacific City residential property located at 21002 Pacific Coast Highway, Huntington Beach (Assessor's Parcel No. 024-271-06, the "Property"), and applicant for the Entitlement Plan Amendment and Design Review submitted to the City on or about July 17, 2014 ("the Entitlements"). On UDR's behalf and pursuant to the California Public Records Act (Government Code Sections 6250 *et seq.*), we respectfully request that the City of Huntington Beach ("City") promptly produce copies of the public records identified below. UDR is prepared to pay the "direct cost of duplication" or "statutory fee if applicable" (Government Code Section 6253(b)) for the requested public records, which cost/fee we understand to be ten cents per page. Please advise in advance if you believe the applicable cost/fee to be in excess of that amount. If you require that this cost/fee be paid prior to or concurrently with production of the public records, please contact my office at 714-641-3441 and ask for my secretary Janette Hollmer and we will arrange to have a check delivered to your offices. Otherwise, please feel free to invoice our office when the public records are produced and we will promptly process the invoice and make payment.

Without intending to limit the City's duties under the California Public Records Act, please note that the term "public record" is defined therein in the broadest possible terms to include "any writing containing information relating to the conduct of the public's business prepared, owned, used, or retained by any state or local agency regardless of physical form or

characteristics" (Government Code Section 6252(e) and "writing" encompasses "any handwriting, typewriting, printing, photostating, photographing, photocopying, transmitting by electronic mail or facsimile, and every other means of recording upon any tangible thing any form of communication or representation, including letters, words, pictures, sounds, or symbols, or combinations thereof, and any record thereby created, regardless of the manner in which the record has been stored" (*id.*, Section 6252(g)). Without intending to limit the City's response, please ensure that the City takes the following steps in preparing its response to this request: (1) that the City conducts an appropriate search for all electronic files, including deleted files, responsive to this request, which search is *not* limited to computers owned/maintained by the City but also includes computers owned/maintained by officials, officers, employees, contractors, consultants, and other agents of the City; (2) that the City conducts an appropriate search of all "closed" files or files that are stored in locations other than the City's offices; and (3) that the City forwards this request to all past and current contractors, consultants, and agents of the City who may have physical custody of public records responsive to this request that the City does not or may not maintain on its own and that the City requires those persons or entities to search their files and produce the writings within their possession that were prepared by, for, or on behalf of the City (as public records in the physical custody of the City's contractors, consultants, and agents fall within the category of "public records" subject to disclosure under the California Public Records Act).

If for any reason the City determines that any requested public record will *not* be copied and provided to this office, the City's response to this request should also (1) identify in writing the public record that is not being produced with sufficient specificity to enable this office to subpoena the writing in question and/or seek a court order compelling its production and (2) identify in writing the statutory or other legal authority for the City's decision to withhold its production of each particular public record.

We request you produce the following public records at this time:

1. All public records containing information relating to the consideration, evaluation, analysis, and/or approval by the City of Huntington Beach and/or the California Coastal Commission of the minimum number of off-street parking spaces that must be provided to satisfy the vehicular parking requirements for multi-family residential uses ("All Other Districts") in the Downtown Specific Plan area, which parking standards are currently set forth in Figure 3-15 in Section 3.2.26.4 of the Downtown Specific Plan, entitled "Vehicle Spaces Required." (This request includes parking standards for both residential units and guest spaces.)

2. All public records containing information relating to the consideration, evaluation, analysis, and/or approval by the City of Huntington Beach and/or the California Coastal Commission of the minimum number of off-street parking spaces that must be provided to satisfy the vehicular parking requirements for residential uses located in the Coastal Zone portion of the Downtown Specific Plan area, which parking standards are currently set forth in Section 3.2.26.6 of the Downtown Specific Plan, entitled "Coastal Zone Design Standards." (This request includes parking standards for both residential units and guest spaces.)

3. To the extent not produced in response to the requests set forth in Paragraph 1-2 above, all public records, including without limitation staff reports and memoranda (whether in draft or final form), parking studies and reports (whether in draft or final form), analyses, correspondence, notes, public meeting minutes, summaries, and transcripts, and other public records, relating to proposals considered by the City and/or the California Coastal Commission relating to the parking demand created by and/or the number of off-street parking spaces that should be required for multi-family residential development projects in the Downtown Specific Plan area at any time from the adoption of the original Downtown Specific Plan in or about 1983 to the present. (This request includes all off-street parking spaces, including without limitation parking spaces designated for residential units and guest spaces.)

4. To the extent not produced in response to the requests set forth in Paragraphs 1-3 above, all public records containing information relating to the City's and/or the California Coastal Commission's consideration, evaluation, analysis, determination, calculation, and/or approval of the number of off-street parking spaces for individual proposed multi-family residential development projects in the Coastal Zone portion of the Downtown Specific Plan area at any time from the date the provision currently set forth in Section 3.26.6 of the Downtown Specific Plan area was incorporated into the Downtown Specific Plan to the present. (This request includes all of each proposed project's off-street parking spaces, including without limitation parking spaces designated for residential units and guest spaces.)

5. To the extent not produced in response to the requests set forth in Paragraphs 1-4 above, all public records containing information relating to the statement at page 2-16 of the Environmental Impact Report for the Pacific City project (EIR No. 02-01) that 1,264 parking spaces are required for the residential portion of the Pacific City project based on the proposed unit mix and City code requirements.

6. All public records reviewed, considered, or relied upon by Scott Hess and any other person who assisted Scott Hess in researching and preparing his July 10, 2014, memorandum to Planning Division Staff entitled "Residential Parking Requirements in Coastal Zone" (the "Hess Memo"), a copy of which memo is attached hereto as Exhibit "A."

7. To the extent not produced in response to the requests set forth in paragraphs 1-6 above, all public records containing information relating to the statement in the Hess Memo that "[p]revious discussions with Coastal Commission staff have confirmed that it [the parking standard set forth in Section 3.2.26.6 of the Downtown Specific Plan] does apply only to dwelling unit parking spaces, not guest parking spaces."

8. To the extent not produced in response to the requests set forth in paragraphs 1-7 above, all public records containing information relating to the minimum number of off-street parking spaces that must be provided for multi-family residential uses located in the Coastal Zone portion of the Downtown Specific Plan area in order to satisfy the policies/standards set forth in Land Use Policies C1.1.5, C2.4.2, and I-C9 f-1 of the City's Coastal Element, as referred to in the Hess Memo. (This request includes all off-street parking spaces, including without limitation parking spaces designated for residential units and guest spaces.)

9. To the extent not produced in response to the requests set forth in paragraphs 1-8 above, all public records containing information relating to the reasons Section 3.2.26.6 was added to the Downtown Specific Plan in 2011, as referred to in the Hess Memo, including without limitation any public records referring or relating to parking deficiencies that may have existed based upon the off-street parking standards for residential projects that were in effect prior to that time.

10. All public records containing information relating to the to the parking demand that actually will be created by the Pacific City project and the number of off-street parking spaces that actually will be needed to accommodate that demand.

11. All public records containing information relating to the standards used by the City of Huntington Beach in assessing whether the trellises proposed by UDR in its application for the Entitlements constitute a "5th story," as referred to in Jill Arabe's July 17, 2014, email to Mark Oberholzer, a copy of which is attached hereto as Exhibit "B."

RUTAN
ATTORNEYS AT LAW

12. To the extent not produced in response to the request set forth in Paragraph 11 above, all public records containing information relating to the City's and/or the California Coastal Commission's consideration, evaluation, analysis, and/or determination of whether a trellis/structure in excess of 42 inches in height and otherwise similar to the trellises proposed by UDR constitutes a "story" for purposes of calculating the maximum number of stories permitted for a building or structure in the City.

Thank you in advance for your attention to this matter.

Sincerely,

RUTAN & TUCKER, LLP

Jeffrey M. Oderman

JMO:jmo
cc: Jennifer McGrath, City Attorney
Bob McCullough, UDR

ATTACHMENT NO. 12.48

EXHIBIT "A"

ATTACHMENT NO. 12.49

CITY OF HUNTINGTON BEACH
Department of Planning and Building
PLANNING POLICY MEMO

TO: Planning Division Staff **Policy No. CI - 86**

FROM: Scott Hess, AICP, Director of Planning and Building

DATE: July 10, 2014

SUBJECT: **RESIDENTIAL PARKING REQUIREMENTS IN COASTAL ZONE**

The Downtown Specific Plan (DTSP) was updated in 2011 and there are two new sections pertaining to the number of off-street parking spaces required for residential projects in DTSP Districts 4 and 5: Subsection 3.2.26.4, Vehicle Spaces Required, and Subsection 3.2.26.6, Coastal Zone Design Standards (attached). The purpose of this policy memo is to clarify the method for compliance with these two sections.

In Subsection 3.2.26.4 of the DTSP, the applicable minimum off-street parking requirement (outside of District 1, All Other Districts) is based on unit type as follows:

- Studio/1 bedroom = 1 enclosed space per unit
- 2 bedrooms = 2 spaces (1 enclosed) per unit
- 3+ bedrooms = 2.5 spaces (1 enclosed) per unit
- 0.5 guest spaces per unit

For projects located in the Coastal Zone (CZ), Subsection 3.2.26.6 of the DTSP also applies. The CZ standards stipulate that each dwelling unit shall have a minimum of 2 onsite parking spaces. This standard is part of the City's certified Local Coastal Program (LCP) and applicable to all projects in the CZ. It pertains to the parking spaces for the dwelling units only and does not reference or include the guest parking requirement.

This standard was added as part of the DTSP Update in 2011 and provides consistency with existing LCP policies and programs (C1.1.5, C2.4.2, I-C9 f – l) and the Coastal Act (Section 30252) to address parking issues within the coastal zone and ensure the provision of parking for new development is adequate. Previous discussions with Coastal Commission staff have confirmed that it does apply only to dwelling unit parking spaces, not guest parking spaces.

In addition, parking spaces for dwelling units must have assigned parking (Subsection 231.18.D.2 of the HB Zoning and Subdivision Ordinance); and guest parking must be fully accessible (Subsection 231.18.D.5 of the HBZSO).

Basically, if the project is in the CZ, then there must be at least 2 onsite parking spaces per unit after calculating the parking required for the dwelling units based on unit type (excluding guest parking) under Subsection 3.2.26.4. Here are a couple of examples:

Example 1:
Outside of the CZ, a 100 unit residential project with 60 one-bedroom units (60 req. parking spaces) and 40 two-bedroom units (80 req. parking spaces) would require 140 spaces for the dwelling units plus 50 spaces for guest parking for a total of 190 parking spaces.

Within the CZ, the same project would require a minimum of 200 parking spaces (minimum 2 per dwelling unit) for the dwelling units plus 50 spaces for guest parking for a total of 250 parking spaces.

In this example, the parking requirement within the CZ increases due to the unit type mix (number of 1-bedrooms vs 2-bedroom units).

Example 2:
Outside of the CZ, a 100 unit residential project with 10 one-bedroom units (10 req. parking spaces), 40 two-bedroom units (80 req. parking spaces), and 50 three-bedroom units (125 req. parking spaces) would require 215 total spaces for the dwelling units plus 50 spaces for guest parking for a total of 265 parking spaces.

Within the CZ, the same project would have the same 265 parking space requirement. Because the 215 parking spaces required for the dwelling units based on unit type exceed the CZ minimum of 2 spaces per dwelling unit (2 spaces x 100 units = 200 spaces) plus 50 spaces for guest parking for a total of 250 parking spaces, no additional spaces would be required to meet the CZ standard.

In this example, the parking requirement within the CZ does not require additional spaces due to the unit type mix (number of 1-bedroom units vs. 2- and 3-bedroom units).

ATTACHMENTS:
1) Section 3.2.26.4 Vehicle Spaces Required, Residential Uses Table – DTSP Page 3-29
2) Section 3.2.26.6 Coastal Zone Design Standards – DTSP Page 3-30

Cc: Fred A. Wilson, City Manager
Jennifer McGrath, City Attorney

SH:JJ/JV

(c:\users\112\appdata\local\microsoft\windows\temporary internet files\content.outlook\pvgwtft2\ci-86 (parking in the coastal zone) (2).docx)

ATTACHMENT NO. 12.51

Residential Uses		
Use	District	Off-Street Parking Spaces
Single-family	All Districts	• 2 enclosed, side-by-side or tandem, spaces per unit for up to 3 bedrooms • 1 space for each additional bedroom [1] • 1 additional space where no on-street parking is allowed [2]
Multi-family	District 1 (Excluding Subdistricts)	• Studio and 1 bedroom units: 1 enclosed space per unit • 2 bedroom units: 2 spaces (1 enclosed) per unit • 3 or more bedroom units: 2.5 spaces (1 enclosed) per unit • 0.25 guest spaces per unit
	All Other Districts	• Studio and 1 bedroom units: 1 enclosed space per unit • 2 bedroom units: 2 spaces (1 enclosed) per unit • 3 or more bedroom units: 2.5 spaces (1 enclosed) per unit • 0.5 guest spaces per unit
Live/Work	District 1	• 1 bedroom residential units: 1 space per unit • Commercial: 1 space per 500 sf

[1] All required parking for additional bedrooms shall comply with the following:
- Shall be minimum 9' x 19' in size.
- May be unenclosed (carport or open to sky) or enclosed (garage). If accessed from an alley, a 5-foot setback from the rear property line is required in order to meet the required 25-foot turning radius as required by this Specific Plan and the HBZSO.
- Must be located on private property between the required garage spaces and the public right-of-way (e.g., alley).
- A parallel space (9 feet wide) in front of the garage door does not satisfy this requirement.

[2] All required additional parking spaces where no on-street parking is permitted or planned to be removed shall comply with the following:
- Shall be minimum 9' x 19' feet in size.
- Must be unenclosed (carport or open to sky).
- Must meet the 25-foot turning radius as required by the Specific Plan and the HBZSO.
- Must be located on private property between the required garage spaces and the alley and shall be fully accessible from the alley.
- A parallel parking space (9 feet wide) in front of the garage door would satisfy this requirement.

Figure 3-15 Vehicle Spaces Required (2 of 2)

ATTACHMENT NO. 12.52

Bicycle Spaces Required		
Use	District	Off-Street Parking Spaces
Non-residential Uses	District 1	1 bicycle space per 10 vehicle spaces required
	All Other Districts	• Buildings up to 50,000 square feet of gross building area: 1 bicycle space per 25 vehicle spaces required; minimum of 3 • Buildings over 50,000 square feet of gross building area: Director shall determine number of bicycle spaces based upon the type of use(s) and number of employees
Single-family	District 1	None required
	All Other Districts	None required
Multi-family	District 1	1 bicycle space per dwelling unit
	All Other Districts	1 bicycle space per 4 dwelling units

Figure 3-16 Bicycle Spaces Required

3.2.26.5. Bicycle Spaces Required

Bicycle spaces required shall be per Figure 3-16, however additional bicycle spaces may be required as deemed necessary during the review process.

3.2.26.6. Coastal Zone Design Standards

Each dwelling unit located in the Coastal Zone shall have a minimum of 2 on-site parking spaces. If the total coastal parking requirements exceed the total minimum parking as required by this section, the additional required parking spaces may be in tandem with enclosed spaces, provided the tandem spaces is assigned to an enclosed space and complies with the turning radius required by Chapter 231 of the HBZSO.

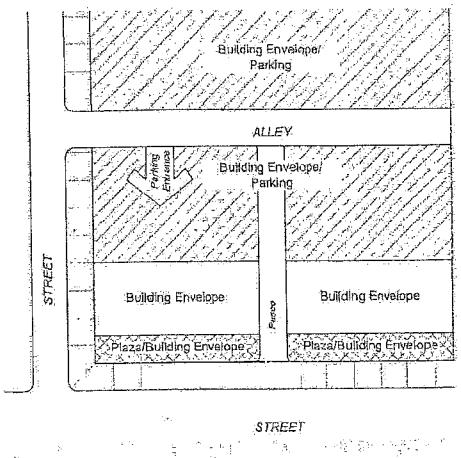


Figure 3-17 Access to parking lots and structures must be taken from an alley rather than a public street

EXHIBIT "B"

From: Arabe, Jill [mailto:jarabe@surfcity-hb.org]
Sent: Thursday, July 17, 2014 11:02 AM
To: Mark Oberholzer
Cc: Hess, Scott; James, Jane
Subject: July 14 App Submittal Meeting

Hi Mark,
This email is intended to clarify the outstanding items regarding the Pacific City Residential EPA/DR application.

Based on our meeting on Monday July 14, we had discussed that the following items were missing from your EPA/DR application and/or inconsistent on the plans, and therefore since the application did not comply with all the information that we originally sent to UDR on April 23, 2014, and discussed at meetings on November 19, February 11, February 25, and May 29, your application could not be accepted for processing. Some of these items were also missing from preliminary plans that staff had reviewed with you and your team on Thursday, May 29.

The following minimum submittal requirements are necessary in order for the City to accept your application:

- Application signed by property owner;
- Parking tables within project details/cover pages and parking depicted on floor plans should be consistent;
- Parking garage plans should include dimensions of drive aisles, parking spaces, ramps;
- Narrative should include requested changes to any previous conditions of approval, HBZSO (Huntington Beach Zoning and Subdivision Ordinance) and/or DTSP (Downtown Specific Plan) provisions;
- Common open space requirement calculations are not permitted to include setback areas adjacent to streets;
- EV spaces in the parking structure should be identified;
- Bicycle parking provisions within storage areas should be identified;
- Dimensions of site plans/landscaping and section drawings should be included;
- Key/legend on plans and section drawings identifying perspective view on map, pedestrian corridor, etc. should be provided.

You had mentioned that two specific provisions were proceeding with changes that staff had previously identified as being required – parking and height/stories. In prior meetings, staff explained the Downtown Specific Plan parking and height requirements (in addition to the General Plan Subarea requirements for height). In those meetings, staff identified the option for a variance request with parking studies substantiating any deviations to the parking requirements as well as trellis/structures greater than 42" in height above the fourth story would constitute a 5th story and not comply.

As a reminder in conjunction with the submittal of your EPA/DR application, please ensure that the plans are folded down in size.

Lastly, there has a been a Department Policy Memo drafted pertaining to Residential Parking Requirements in the Coastal Zone and I will forward to you as soon as it is available. In the meantime, attached is a table applying the requirements per the policy memo to your project (based on mix of units previously provided by Rutan & Tucker of the UDR project).

Jill Ann Arabe
Associate Planner

ATTACHMENT NO. 12.55

REQUEST FOR CITY COUNCIL ACTION

Date April 18, 1988

Submitted to: Honorable Mayor and City Council

Submitted by: Paul Cook, City Administrator

Prepared by: Douglas N. La Belle, Director, Community Development

RECEIVED
MAY 31 1988
DEPARTMENT OF DEVELOPMENT
PLANNING DIVISION

Subject: APPEAL TO PLANNING COMMISSION'S DENIAL OF CONDITIONAL USE PERMIT NO. 87-36 WITH SPECIAL PERMITS, COASTAL DEVELOPMENT PERMIT NO. 87-28 AND TENTATIVE TRACT 12900 (CONTINUED FROM APRIL 4, 1988 CITY COUNCIL MEETING)

Consistent with Council Policy? [X] Yes [ ] New Policy or Exception

Statement of Issue, Recommendation, Analysis, Funding Source, Alternative Actions, Attachments:

STATEMENT OF ISSUE:

Presented for your consideration are revised plans in response to concerns raised by the City Council relative to the height and bulk of the buildings, parking and aesthetics of the block wall along Orange Avenue. This appeal request filed by the co-applicant, Mola Development Corporation, was continued from the March 21 and April 4, 1988 City Council meetings in order to prepare revised plans to address these concerns.

RECOMMENDATION:

Staff recommends that the City Council approve the revised plans dated April 11, 1988, and approve Conditional Use Permit No. 87-36 with Special Permits, Coastal Development Permit No. 87-28 and Tentative Tract 12900 based on findings and conditions of approval attached to the report.

ANALYSIS:

Revised plans, in response to the concerns expressed by the City Council at the March 21, 1988 meeting are being presented. The basic layout of the project is similar to the original plan. These changes reflect a better project for the site and one that is more compatible with the existing residential uses to the west. The major changes include:

1. Eliminate one unit from the stacked condominium portion of the project along the Sixth Street building facade resulting in greater undulation in the roofline. Overall unit count drops from 90 to 89.

2. Reducing the overall height of the stacked condominiums along Sixth Street by placing all of the parking semi-subterranean which results in a height decrease from 48 feet to 38 feet (41 feet to the roof peak).

F-1

ATTACHMENT NO. 12.56

EXHIBIT D

3. Create a 10 foot building separation along Sixth Street building facade for additional building mass breakup.

4. Increase the amount of on-site parking spaces for the retail portion of the development from 8 spaces to 15 spaces. Parking for residential units remains the same.

5. Provide additional decorative grill sections within the 6 foot high block wall along Orange Avenue and a portion of Sixth Street to create a more openness feeling. Provide more wall movement (cut-outs) in the wall for greater landscaping possibilities.

6. Make changes to the elevations of all of the structures to create a more classical mediterranean style of architecture (i.e. stuccoed arch frames above the windows, small pane windows, soften the chimney caps, etc.).

A revised zoning conformance table has been provided as an attachment that indicates how the revised plan conforms with the requirements of the Downtown Specific Plan. As noted the four special permit requests for this development have not changed and are as follows:

1. To permit a 26 foot wide vehicular accessway through the center of the project in lieu of 28 feet.

2. To allow deck areas of 68 square feet to 72 square feet in lieu of 120 square feet for the two-bedroom condominium units.

3. To permit a 6 foot high decorative block wall with landscape cut-outs in lieu of the maximum 42 inches along Orange Avenue and a portion of Sixth Street adjacent to the townhomes.

4. To allow 5 foot-6 inch setback from one side of a townhome to the ultimate alley right-of-way line in lieu of 10 feet.

The revised plans reflect a reduction in the bulkiness of the project and are in scale with other buildings in the vicinity. The Sixth Street building facade is not a flat, vertical wall; it has movement with balcony projections and window insets and awnings as well as the design of each unit being offset as it follows the Sixth Street realignment curvature. All parking for the residential portion of the project will be provided on-site which includes parking for guests and residents; 15 parking spaces are provided within the parking structure for commercial owners and employees; 17 spaces in front of the retail along Main Street are provided for convenient customer parking; and 18 spaces will be provided in a parking structure on the south side of Orange within 500 feet of the retail portion of the project.

F-1.a

ATTACHMENT NO. 12.57

ENVIRONMENTAL STATUS:

The proposed project is exempt from environmental review because it is in conformance with the Downtown Specific Plan Environmental Impact Report, pursuant to Section 15182 of the California Environmental Quality Act.

FUNDING SOURCE:

Not applicable.

ALTERNATIVE ACTION:

The City Council may consider denying the appeal and upholding the action of the Planning Commission by denying Conditional Use Permit No. 87-36 with Special Permits, in conjunction with Coastal Development Permit No. 87-28 and Tentative Tract No. 12900 with findings.

ATTACHMENTS:

1. Town Square Zoning Conformance Table dated April 11, 1988
2. Staff Recommended Findings and Conditions of Approval based on the revised plans
3. City Council Staff Report dated March 21, 1988

DNL:SH:kla

F-1.3

ATTACHMENT NO. 12.58

TOWN SQUARE
ZONING CONFORMANCE TABLE

Section	Issue	Required	Proposed	Revised Plan Dated April 8, 1988
4.8.01(a)	Permitted Uses with CUP	CUP for Residential uses with Commercial	CUP for Mixed Use Development	n/c
4.8.02	Parcel Size	10,000 sq.ft. min.	161,172 net sq.ft. (3.7 net acres) 213,444 gross sq.ft. (4.9 gross acres)	n/c
4.8.03	Intensity (FAR)	2.25 max. (426,888 sq.ft.)	.56 109,085 sq.ft. Res. 10,000 sq.ft. Com. 119,085 sq.ft. Total	.55 108,220 sq. ft. Res. 10,000 sq. ft. Com. 118,220 sq. ft. Total
	Density	25 units/gross acre (122 units max.)	18.4 units/gr. acre (90 units)	18.2 units/gr. acre (89 units)
4.2.02	Min. Floor Area	1 bdrm: 650 sq.ft.	865 – 1120 sq.ft.	n/c
		2 bdrm: 900 sq.ft.	1160 – 1250 sq.ft.	n/c
		3 bdrm: 1100 sq.ft.	2025 – 2225 sq.ft.	n/c
4.8.04	Bldg. Height	Max. 4 stories	2, 3, & 4 stories (48 feet in height)	2 & 3 stories; 38' in height (average roof pitch); 41' to roof peak.
4.8.05	Site Coverage	No maximum	39.5% of gross site area	n/c
4.8.06	Front yard setback (Main Street)	15 ft. min.	15 ft. to arcade 25 ft. to bldg. (all 3 levels)	n/c
4.8.07	Ext. Yard setback (Sixth Street)	15 ft. min. for structures exceeding 42 inches in height	25 ft. to 4 level stacked condos; 15 ft. to townhomes (ext. bldg. side); 0-5 ft. for 6 ft. high decorative block wall*	25' to 3 level stacked condos; 15' to townhomes (ext. bldg. side); 0-5 ft. for 6 foot high decorative block wall*

*Special Permit Requests

F-1

ATTACHMENT NO. 12.59

Section	Issue	Required	Proposed	Revised Plan Dated April 8, 1988
	(Orange Avenue)	15 ft. min. for structures exceeding 42 inches in height	15 ft. min. to townhomes; 0-5 ft. for 6 ft. high decorative block wall*	n/c
	(Accessway)	15 ft. min.	15 ft. for condos and townhomes	n/c
	(Alley)	10 ft. min.	5 ft.-6 in. to corner and side of one townhome*	n/c
4.8.09	Upper Story setback (3rd. & 4th. levels)	25 ft. min.	25 ft.	n/c
4.8.10	Public Open Space (mixed use development)	5% of net site area (8,059 sq.ft.)	5.3% (8,600 sq.ft.; incorporated into the design of the structure along Main St.)	n/c
4.2.10(a)	Common Open Space	25% of residential floor area (27,471 sq.ft.)	31% (33,582 sq.ft.)	n/c n/c
4.2.10(b)	Private Open Space: Ground Units (Townhomes)	3 bdrm: 300 sq.ft.	400-1000 sq.ft. per unit	n/c
	Above Ground Units (Condos)	1 bdrm: 50 sq.ft. 2-3 bdrms: 120 sq.ft.	78-85 sq.ft. 68-72 sq.ft.*	n/c
4.2.12	Parking: Residential (townhomes)	2 spaces/3 bdrm. unit (16 units x 2) = 32	32 spaces	
		1/2 guest space/ unit (16 units x .5) = 8	10 spaces	n/c
		Total: 40	42 provided within townhome portion of site	

*Special Permit Requests

F-1.5

ATTACHMENT NO. 12.60

Section	Issue	Required	Proposed	Revised Plan Dated April 8, 1988
	Residential (condos)	1-1/2 space/1 bdrm. unit (55 units x 1.5) = 82.5	82.5 spaces	n/c
		2 spaces/2 bdrm. unit (18** units x 2) = 36	36.0 spaces	n/c
		1/2 guest space/unit (75** units x .5)=36.5	36.5 spaces	n/c
		Total: 155	155 (151 provided within parking structure and 4 off central hub)	n/c
	RESIDENTIAL TOTALS:	195	197 n/c	
	Commercial	1 space/200 sq.ft. (10,000 divided by 200) = 50	50 spaces provided (17 on Main Street; 15 on-site, includes 7 spaces in parking structure & additiona 18 spaces as recommended by staff; 18 provided in off-site parking structure within 500 ft. of retail)	50 spaces provided (15 spaces on-site within parking for comm. employees & owners; 17 spaces on Main St. by diagonal striping; and 18 provided in an off-site parking structure within 500 ft. of the retail space)
4.2.15	Main Vehicular Accessway	Min. 28 ft. in width	26 ft.*	n/c
4.2.20	Refuse Collection Area	Must be within 200 ft. of each unit	Provided	n/c

* Special Permit Requests
**Reflects deletion of one unit

F-1.6

ATTACHMENT NO. 12.61

ATTACHMENT 1

REVISED APRIL 11, 1988

STAFF RECOMMENDATION

Staff recommends that the City Council approve Conditional Use Permit No. 87-36 with Special Permits, Coastal Development Permit No. 87-28 and Tentative Tract 12900 for the revised plans dated April 11, 1988, with the following findings and conditions of approval:

FINDINGS FOR APPROVAL - CONDITIONAL USE PERMIT NO. 87-36:

1. The proposed mixed-use residential/commercial development (89 residential units and 10,000 square foot commercial) will not have a detrimental effect upon the general health, welfare, safety and convenience of persons residing or working in the vicinity; or will not be detrimental to the value of the property and improvements in the vicinity.

2. The proposed mixed-use residential/commercial development is compatible with existing and proposed uses in the vicinity which includes existing and future uses within the District 6 area of the Downtown Specific Plan.

3. The location, site layout and design of this mixed-use residential/commercial development is property related to the surrounding streets, and other structures and uses in the vicinity in a harmonious manner.

4. The proposed mixed-use residential/commercial development is in conformance with the adopted Downtown Design Guidelines.

5. Architectural features and general appearance of the proposed mixed-use residential/commercial development shall enhance the orderly and harmonious development of the Downtown Specific Plan area.

6. The proposed mixed-use residential/commercial development is consistent with the goals and policies of the Huntington Beach General Plan.

FINDINGS FOR APPROVAL - SPECIAL PERMITS:

1. The following four special permits for deviations to the requirements of the Downtown Specific Plan promote a better living environment and provide maximum use of the land in terms of site layout and design:

   a. A reduced private balcony area for the two bedroom units of 68 to 72 square feet in lieu of 120 square feet.

F-1.7

b. A 26 foot wide vehicular accessway in lieu of 28 feet.

c. A 6 foot high decorative block wall in lieu of 42 inches with landscape pockets along a portion of Orange and Sixth Street.

d. A 5 foot-6 inch setback from one townhome to alley right-of-way in lieu of 10 feet.

2. Approval of the four special permits will not be detrimental to the general health, welfare, safety and convenience of the neighborhood in general nor detrimental or injurious to the value of the property or improvements in the neighborhood.

3. The special permit requests are consistent with the objectives of the Downtown Specific Plan in achieving a development adapted to the parcel and compatible with the surrounding environment.

4. The special permits are consistent with the policies of the Coastal Element of the City's General Plan and the California Coastal Act.

FINDINGS FOR APPROVAL - TENTATIVE TRACT NO. 12900:

1. The proposed 17 lot subdivision for condominium purposes of this 3.7 net acre site zoned Downtown Specific Plan, District 6 (Mixed-Use Residential, Commercial and Office) is proposed to be constructed having 18.2 units per gross acre and 10,000 square foot commercial.

2. The property was previously studied for this intensity of land use and determined adequate at the time the mixed-use land use designation, and Downtown Specific Plan, District 6 zoning designation was placed on the subject property.

3. The General Plan is designed for providing for this type of land use as well as setting forth provisions for the implementation for this type of housing and commercial activity.

4. The site is relatively flat and physically suitable for the proposed density and type of development.

5. Tentative Tract No. 12900 is consistent with the goals and policies of the Huntington Beach General Plan.

FINDINGS FOR APPROVAL - COASTAL DEVELOPMENT PERMIT NO.87-28:

1. The proposed mixed-use residential/commercial development conforms with the plans, policies, requirements and standards of the Huntington Beach Coastal Element.

2. Coastal Development Permit No. 87-28 is consistent with the CZ suffix and the Downtown Specific Plan as well as other provisions of the Huntington Beach Ordinance Code applicable to the property.

3. At the time of occupancy, the proposed mixed-use residential/commercial development can be provided with infrastructure in a manner that is consistent with the Huntington Beach Coastal Element and Land Use Plan of the General Plan.

4. The proposed mixed-use residential/commercial development conforms with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

CONDITIONS OF APPROVAL - CONDITIONAL USE PERMIT NO. 87-36:

1. The site plan, floor plans and elevations received and dated April 11, 1988, shall be the conceptually approved layout with the following modifications:

   a. The balconies on the first level of the ~~74~~ 73 unit stacked flat project shall be extended 2 to 4 feet and the second level balconies extended approximately 2 feet to create a layered cake effect along the Sixth Street frontage.

   correction 11-14-88 Smith

   b. Colors and materials depicted on the elevations as reviewed and approved by the Design Review Board.

   c. Depict all utility apparatus, such as but not limited to backflow devices and Edison transformers, on the site plan. They shall be prohibited in the front and exterior yard setbacks unless properly screened by landscaping or other method as approved by the Community Development Director.

2. Prior to issuance of building permits, the following shall be completed:

   a. A Landscape and Irrigation Plan in accordance with the Downtown Design Guidelines shall be submitted to the Department of Community Development and Public Works for review and approval.

   b. A Rooftop Mechanical Equipment Plan indicating screening of all rooftop mechanical equipment delineating the type of material proposed to screen said equipment shall be reviewed and approved by the Community Development Department.

c. An affordable housing agreement plan to provide affordable housing in the Coastal Zone shall be submitted for review and approval by the Community Development Department. The plan shall provide for 20 percent of the housing units (18 units) either on-site, or the equivalent number off-site within three miles of the coastal zone, for persons of low or moderate income households as per the provisions of Government Code Section 65590(d).

d. A detailed soils analysis shall be prepared by a registered Soils Engineer and together with a grading plan shall be submitted to the Public Works Department for review and approval. This analysis shall include on-site soil sampling and laboratory testing of materials to provide detailed recommendations regarding grading, chemical and fill properties, foundations, retaining walls, streets, and utilities.

e. Hydrology study shall be submitted to the Department of Public Works for approval.

f. Street drainage modifications shall be approved by the Department of Public Works.

g. Pursuant to Article 87 of the Huntington Beach Fire Code, a fire protection plan shall be submitted to and approved by the Fire Marshal. This plan shall include, but not be limited to:

(1) Phased installation of fire sprinkler system during construction.

(2) On-site security during construction.

(3) Completion of Public Works improvements prior to construction.

(4) On-site roadways provided as all-weather driving surfaces during construction.

h. Submit a Parking Management Plan for review and approval by the Community Development Department which contains parking space designations for residential tenants, and a minimum of 15 parking spaces within the parking structure designated for commercial tenant/employee parking.

i. Final Tract Map for the subject site shall be accepted by the City Council and recorded with the County Recorder's Office.

j. A copy of the revised plan pursuant to Condition No. 1 of this report as record for the conditional use permit file shall be submitted.

F-1.10

3. The following Public Works Department requirements shall be complied with:

a. The developer shall construct all required perimeter street and alley improvements except for the realigned Sixth Street.

b. On-site water facilities shall be located in vehicular accessways and dedicated to the City.

c. Water mains shall be constructed in the perimeter streets as required by the Water Department. An off-site water main in Fifth Street from Main to alley east of Main shall be constructed connected to existing main.

d. The security gate at the project entry on Orange shall be for residents only and shall be redesigned to include a turn-around so vehicles, which cannot gain access, do not back onto Orange Avenue.

e. All security gate configurations shall be submitted to the Public Works Department and Fire Department for approval prior to installation.

f. Any enhanced street materials and landscape improvements shall be per the Downtown Design Guidelines.

4. The following Fire Department requirements shall be complied with:

a. The realignment and construction of Sixth Street shall be completed prior to the start of combustible construction.

b. All street improvements, water mains, and fire hydrants shall be completed and installed prior to the start of combustible construction.

c. All buildings in the project shall be protected by an automatic fire sprinkler system throughout all areas.

d. The fire flow required for this project is 3,500 gallons per minute and must be determined adequate. The underground water main system shall be capable of supplying the fire flow.

e. Seven (7) fire hydrants are required for this project and locations shall be determined by the Fire Department.

f. Roadways within this project shall be designated fire lanes and posted as such.

F-1.11

g. Emergency access gate and minimum 24 foot wide driveway with decorative surface treatment shall be provided from the end of the townhouse driveway onto Sixth Street.

h. Emergency access gate and walkway shall be provided from Sixth Street to the stairway of the parking structure.

i. Emergency man-gate shall be provided from the on-site accessway to the alley behind the existing structures.

j. Security gates shall be provided with an emergency access system approved by the Fire Department.

k. The parking structure shall be provided with an automatic fire sprinkler system throughout, fire alarm system, and combination standpipe system pursuant to fire code standards.

l. The condominium/retail structure shall be provided with:

(1) Automatic fire sprinkler system throughout all areas;

(2) Combination standpipe system pursuant to fire code standards;

(3) Automatic fire alarm system pursuant to fire code standards, with a graphic display annuciator panel to be approved by the Fire Marshal; and

(4) Elevator(s) shall be a minimum 6 feet-8 inches wide, 4 feet-3 inches deep, with 42 inch opening.

5. The structures on the subject property, whether attached or detached, shall be constructed in compliance with the State acoustical standards set forth for units that lie within the 60 CNEL contours of the property. Evidence of compliance shall consist of submittal of an acoustical analysis report, prepared under the supervision of a person experienced in the field of acoustical engineering, with the application for building permit(s).

6. The development shall comply with all applicable provisions of the Ordinance Code, Building Division, and Fire Department.

7. Natural gas shall be stubbed in at the locations of cooking facilities, water heaters, and central heating units.

8. Low-volume heads shall be used on all spigots and water faucets.

9. If lighting is included in the parking lot, high-pressure sodium vapor lamps shall be used for energy savings. All outside lighting shall be directed to prevent "spillage" onto adjacent properties.

F-1'12

10. All guest parking spaces shall be designated as such by providing "Guest Parking" on the surface of each stall.

11. All building spoils, such as unusable lumber, wire, pipe, and other surplus or unusable material, shall be disposed of at an off-site facility equipped to handle them.

12. A planned sign program shall be approved for all signing. Said program shall be approved prior to the first sign request.

13. A total of 18 off-street parking spaces for commercial parking shall be identified in a parking structure or surface parking within 500 feet of the retail portion of the project prior to issuance of a building permit. Such parking shall be completed prior to the issuance of a Certificate of Occupancy.

14. Pursuant to Section 4.2.12.f of the Downtown Specific Plan, all existing on-street parking removed as a result of this project shall be replaced on a one-for-one basis within walking distance of the site prior to issuance of a Certificate of Occupancy.

CONDITIONS OF APPROVAL - TENTATIVE TRACT NO. 12900:

1. The tentative map, received and dated February 2, 1988, shall be revised to reflect the following:

   a. Typical Main Street cross-section.

   b. The corner radii at Main and Sixth and Orange and Sixth to 33 feet.

   c. Two and one-half feet of alley dedication and a typical alley cross section.

   d. Show sidewalk widths.

   e. Depict public sidewalk and easement width on Main Street.

2. The diagonal parking within the public right-of-way on Main Street shall be reviewed and approved by the Public Works Department.

3. Parkway landscaping (including public right-of-way) shall be maintained by the developer/homeowner's association.

4. A copy of the Covenants, Conditions and Restrictions (CC&Rs) for the subdivision addressing the conditions herein, Article 915, and Condition 2(h) of Conditional Use Permit No. 87-30, shall be submitted for review and approval by the Community Development Department and the City Attorney's Office in accordance with Article 915 prior to final acceptable of Map No 12900 by City Council and recordation of said Tract Map.

F-1.13

PRESENTATION - WORLD LIFE SAVING ASSN - MAX BOWMAN

Mayor Erskine presented a plaque to Max Bowman, Director of Community Services, on his election to a two-year term as President of the World Life Saving Association.

PRESENTATION - WORLD LIFE SAVING ASSOCIATION - DOUGLAS D'ARNALL

Mayor Erskine presented a plaque to Doug D'Arnall, Beach Services Manager on his election to a two year term as Secretary General of the World Life Saving Association.

PRESENTATION - CERTIFIED MUNICIPAL CLERK - CONNIE BROCKWAY

Mayor Erskine presented a plaque to Connie Brockway who has been awarded the designation of Certified Municipal Clerk by the International Institute of Municipal Clerks.

PRESENTATION - "PRIDE OF OWNERSHIP AWARDS" - HB/FV BOARD OF REALTORS

Debby Ewing, American Homeweek Chairman and Nancy Cooper, Pride of Ownership Chairman presented the Huntington Beach/Fountain Valley Board of Realtors "Pride of Ownership Award" to five Huntington Beach homeowners.

PUBLIC COMMENTS

The following people spoke in support of the proposed Townsquare Project: Michael Ali, Natalie Korsch, Daryl Smith.

The following people spoke in opposition to the proposed Townsquare Project: Gary Mulligan, Lynn Schang, Donna Kline, Dianne Easterling, Loretta Wolfe, Mr. Ames, Chris Craig, Jo Christian Craig, Paul Picard, Susan Worthy, Doug Langevin, Glen Quinliven, Dick Dusterhoff, Michael Tater, Dr. Ben Allen, Cheryl Pierce, Paul Howard.

Carl Hayward, member of the Main-Pier Project Area Committee, thanked people for helping on Clean-Up Day in the downtown area.

Dave Schultz stated his opposition to the Townsquare Project. He stated he believed there should be a daily trash pick-up. He read a letter he received after he was required to give his address on television.

(City Council) PUBLIC HEARING - PLANNING COMMISSION OVERRULED - APPEAL GRANTED - APPROVED CONDITIONAL USE PERMIT 87-36 WITH SPECIAL PERMITS IN CONJUNCTION WITH COASTAL DEVELOPMENT PERMIT 87-28/TENTATIVE TRACT 12900 AS REVISED - WITH CONDITIONS OF DESIGN REVIEW BOARD TO BE IMPOSED - MOLA DEV CORP

The Mayor announced that this was the day and hour set for a public hearing opened and closed on March 21, 1988, to consider an appeal filed by Mola Development Corporation to the Planning Commission's denial of Conditional Use

ATTACHMENT NO. 12.69

Permit No. 87-36, Coastal Development Permit No. 87-28, and Tentative Tract 12900, a proposal to develop a 17-lot subdivision for condominium purposes and construct a mixed use development comprised of 74 stacked condominiums, 16 townhouse condominiums and 10,000 square feet of retail space on 3.7 acres. Parking will be provided at grade level and with a subterranean parking structure.

The subject property is located north of Orange Avenue between Main Street to the east and realigned Sixth Street to the west. The property is currently zoned Downtown Specific Plan - District 6 (Mixed Use - Commercial/Office/Residential) The environmental status is covered under Environmental Impact Report No. 82-2 for the Downtown Specific Plan. Coastal Status - not appealable.

The Deputy City Clerk informed Council that a communications from Community Bible Church and adjacent residents were received March 18, 1988.

Mike Adams, Planning Director, presented a staff report.

Following discussion, a motion was made by Mays, seconded by Kelly, to overrule the Planning Commission decision and grant the appeal by approving Conditional Use Permit 87-36 with Special Permits, in conjunction with Coastal Development Permit 87-28 and Tentative Tract No. 12900 pursuant to the revised plans dated April 11, 1988 and based on findings and conditions of approval as outlined on the attachment to the RCA dated April 18, 1988 with the conditions of the Design Review Board to be imposed.

AYES: Mays, Finley, Kelly, Erskine
NOES: Winchell
ABSENT: Green, Bannister

(City Council/Redevelopment Agency) JOINT PUBLIC HEARING - CITY COUNCIL/REDEVELOPMENT AGENCY - OWNER PARTICIPATION AGREEMENT - NOLA DEVELOPMENT CORP - MAIN-PIER REDEVELOPMENT PROJECT AREA - HEARING CONTINUED OPEN TO 6/6/88

The Mayor announced that this was the day and hour set for a joint public hearing by the City Council and the Redevelopment Agency to consider and act upon an Owner Participation Agreement between the Redevelopment Agency of the City of Huntington Beach and Nola Development corporation.

This agreement provides for the development of 89 residential units and 10,000 sq. ft. retail commercial located between Main Street and 6th Street, north of Orange Avenue within the Main-Pier Redevelopment Project Area. Descriptions of the sites can be found in the agreement.

The proposed projects are covered by a final Environmental Impact Report for the Main-Pier Redevelopment Project Area and the Downtown Specific Plan for which Notice of Preparation was filed.

The Deputy City Clerk announced that all legal requirements for notification, publication and posting had been met, and that she had received a communication in opposition from Arline Howard on May 19, 1988.

The Deputy City Administrator/Redevelopment recommended continuing the hearing open to June 6, 1988.

ATTACHMENT NO. 12.70

PRESENTATION - WORLD LIFE SAVING ASSN - MAX BOWMAN

Mayor Erskine presented a plaque to Max Bowman, Director of Community Services, on his election to a two-year term as President of the World Life Saving Association.

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Carl Hayward, member of the Main-Pier Project Area Committee, thanked people for helping on Clean-Up Day in the downtown area.

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(City Council) PUBLIC HEARING - PLANNING COMMISSION OVERRULED - APPEAL GRANTED - APPROVED CONDITIONAL USE PERMIT 87-36 WITH SPECIAL PERMITS IN CONJUNCTION WITH COASTAL DEVELOPMENT PERMIT 87-28/TENTATIVE TRACT 12900 AS REVISED - WITH CONDITIONS OF DESIGN REVIEW BOARD TO BE IMPOSED - MOLA DEV CORP

The Mayor announced that this was the day and hour set for a public hearing opened and closed on March 21, 1988, to consider an appeal filed by Mola Development Corporation to the Planning Commission's denial of Conditional Use

ATTACHMENT NO. 12.71

Permit No. 87-36, Coastal Development Permit No. 87-28, and Tentative Tract 12900, a proposal to develop a 17-lot subdivision for condominium purposes and construct a mixed use development comprised of 74 stacked condominiums, 16 townhouse condominiums and 10,000 square feet of retail space on 3.7 acres. Parking will be provided at grade level and with a subterranean parking structure.

The subject property is located north of Orange Avenue between Main Street to the east and realigned Sixth Street to the west. The property is currently zoned Downtown Specific Plan - District 6 (Mixed Use - Commercial/Office/Residential) The environmental status is covered under Environmental Impact Report No. 82-2 for the Downtown Specific Plan. Coastal Status - not appealable.

The Deputy City Clerk informed Council that a communications from Community Bible Church and adjacent residents were received March 18, 1988.

Mike Adams, Planning Director, presented a staff report.

Following discussion, a motion was made by Mays, seconded by Kelly, to overrule the Planning Commission decision and grant the appeal by approving Conditional Use Permit 87-36 with Special Permits, in conjunction with Coastal Development Permit 87-28 and Tentative Tract No. 12900 pursuant to the revised plans dated April 11, 1988 and based on findings and conditions of approval as outlined on the attachment to the RCA dated April 18, 1988 with the conditions of the Design Review Board to be imposed.

AYES: Mays, Finley, Kelly, Erskine
NOES: Winchell
ABSENT: Green, Bannister

(City Council/Redevelopment Agency) JOINT PUBLIC HEARING - CITY COUNCIL/REDEVELOPMENT AGENCY - OWNER PARTICIPATION AGREEMENT - MOLA DEVELOPMENT CORP - MAIN-PIER REDEVELOPMENT PROJECT AREA - HEARING CONTINUED OPEN TO 6/6/88

The Mayor announced that this was the day and hour set for a joint public hearing by the City Council and the Redevelopment Agency to consider and act upon an Owner Participation Agreement between the Redevelopment Agency of the City of Huntington Beach and Mola Development Corporation.

This agreement provides for the development of 89 residential units and 10,000 sq. ft. retail commercial located between Main Street and 6th Street, north of Orange Avenue within the Main-Pier Redevelopment Project Area. Descriptions of the sites can be found in the agreement.

The proposed projects are covered by a final Environmental Impact Report for the Main-Pier Redevelopment Project Area and the Downtown Specific Plan for which Notice of Preparation was filed.

The Deputy City Clerk announced that all legal requirements for notification, publication and posting had been met, and that she had received a communication in opposition from Arline Howard on May 19, 1988.

The Deputy City Administrator/Redevelopment recommended continuing the hearing open to June 6, 1988.

huntington beach department of community development

STAFF REPORT

TO: Planning Commission
FROM: Community Development
DATE: March 1, 1988

SUBJECT: CONDITIONAL USE PERMIT NO. 87-36 WITH SPECIAL PERMITS/COASTAL DEVELOPMENT PERMIT NO. 87-28/TENTATIVE TRACT NO. 12900

APPLICANT: Mola Development Corp./ City of Huntington Beach Redevelopment Agency

DATE ACCEPTED: February 17, 1988

MANDATORY PROCESSING DATE: April 17, 1988

REQUEST: To construct a mixed use development comprised of 74 stacked condominiums, 16 townhouse condominiums and 10,000 square feet of retail space with special permits and 17 lot subdivision for condominium purposes.

ZONE: Downtown Specific Plan-District 6 (Commercial/Office/ Residential)

GENERAL PLAN: Mixed-Use

EXISTING USE: Commercial/ Vacant Property

LOCATION: North of Orange Street between realigned Sixth Street and Main Street.

ACREAGE: 3.7 net acres 4.9 gross acres

1.0 SUGGESTED ACTION:

Approve Conditional Use Permit No. 87-36 for 89 residential units and 10,000 square feet of commercial with Special Permits, Coastal Development Permit No. 87-28 and Tentative Tract No. 12900 with findings and conditions of approval.

2.0 GENERAL INFORMATION:

Conditional Use Permit No. 87-36 with Special Permits, Coastal Development Permit No. 87-28 and Tentative Tract No. 12900 is a request to develop a mixed-use development consisting of 90 condominiums (74 stacked condominiums and 16 townhomes) and 10,000 square feet of retail space on a 3.7 acre site within the Downtown Specific Plan area, District 6. There are four special permit requests related to driveway aisle width, amount of balcony space for some of the condominium units, six foot high decorative block wall in the exterior side yards, and setbacks from alley.

The request is a joint application by Mola Development Corporation and the Redevelopment Agency of the City of Huntington Beach.

C-3

A-FM-23C

ATTACHMENT NO. 12.73

3.0 SURROUNDING LAND USE, ZONING AND GENERAL PLAN DESIGNATIONS:

North of Subject Property:

GENERAL PLAN DESIGNATION:	Mixed-Us
ZONE:	Downto .cific Plan, District 6
LAND USE:	City I

East of Subject Property:

GENERAL PLAN DESIGNATION:	Mixed-Use
ZONE:	Downtown Specific Plan, District 6
LAND USE:	Commercial

South of Subject Property:

GENERAL PLAN DESIGNATION:	Mixed-Use
ZONE:	Downtown Specific Plan, District 5
LAND USE:	Commercial

West of Subject Property:

GENERAL PLAN DESIGNATION:	Medium Density Residential
ZONE:	Townlot Specific Plan
LAND USE:	Single family homes

4.0 ENVIRONMENTAL STATUS:

The proposed project is exempt from environmental review because it is in conformance with the Downtown Specific Plan Environmental Report, pursuant to Section 15182 of the California Environmental Quality Act.

5.0 COASTAL STATUS:

The proposed mixed-use project is subject to approval of a coastal development permit because it is located within coastal zone boundaries under a non-appealable area. Prior to any action on Conditional Use Permit No. 87-36 and Tentative Tract 12900 it is necessary for the Planning Commission to review and act on Coastal Development Permit No. 87-28. Coastal Development Permit No. 87-28 may be approved or conditionally approved only after it has been found to be in conformance with the Coastal Element of the General Plan by making the following findings:

(a) LUP. That the development project proposed by the CDP application conforms with the plans, policies, requirements and standards of the Coastal Element.

(b) Zoning Regulations. That the CDP application is consistent with the CZ suffix, the base zoning district or specific plan as well as other provisions of the Huntington Beach Ordinance Code applicable to the property;

ATTACHMENT NO. 12.74

(c) Adequate Services. That at the time of occupancy the proposed development can be provided with infrastructure in a manner that is consistent with C-LUP;

(d) California Coastal Act. That the development conforms with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

6.0 REDEVELOPMENT STATUS:

The proposed mixed-use project is within the Downtown Redevelopment Project area. The Redevelopment Agency has conceptually approved the mixed use concept for residential and commercial. In order to create architectural consistency, the Agency is considering facade improvements to the existing commercial buildings along Main Street adjacent to the Town Square Project.

7.0 SUBDIVISION COMMITTEE:

On February 9, 1988, the Subdivision Committee met to discuss the proposed tract map in conjunction with the mixed-use development to determine whether said map complies with the Subdivision Map Act, the Subdivision Article of the Huntington Beach Ordinance Code and the Huntington Beach General Plan. Representatives from the Fire Department, Public Works Department, Community Development Department and Planning Commission were present. The Committee expressed concern of the lack of guest parking in the townhome area of the development and recommended additional parking be provided. The Committee acted to recommend approval of Tentative Tract No. 12900 to the Planning Commission.

8.0 DESIGN REVIEW BOARD:

The Design Review Board on February 17, 1988, reviewed the proposed elevations and materials board of the proposed mixed-use development for conformance with the Downtown Design Guidelines. They felt that the building orientation and arrangement and architectural design features represents a contemporary, mediteranean style of architecture. The Board did recommend that the first and second level balconies along the Sixth Street side of the stacked condominiums extend out further than the upper level balconies to create additional offset in the building facade. In addition, they recommend that the stairway off Sixth Street to the stacked condominiums be turned at a 90 degree angle so the wall of the stairway in effect screens the steps. Their comments have been incorporated into the conditions of approval.

9.0 SPECIFIC PLAN:

The subject property is located within District 6 of the Downtown Specific Plan and subject to the development standards of that plan. The following is a zoning conformance table:

TOWN SQUARE
ZONING CONFORMANCE TABLE

Section	Issue	Required	Proposed
4.8.01(a)	Permitted Uses with CUP	CUP for Residential uses with Commercial	CUP for Mixed Use Development
4.8.02	Parcel Size	10,000 sq.ft. min.	161,172 net sq.ft. (3.7 net acres) 213,444 gross sq.ft. (4.9 gross acres)
4.8.03	Intensity (FAR)	2.25 max. (426,888 sq.ft.)	.56 109,085 sq.ft. Res. 10,000 sq.ft. Com. 119,085 sq.ft. Total
	Density	25 units/gross acre (122 units max.)	18.4 units/gr. acre (90 units)
4.2.02	Min. Floor Area	1 bdrm: 650 sq.ft.	865 - 1120 sq.ft.
		2 bdrm: 900 sq.ft.	1160 - 1250 sq.ft.
		3 bdrm: 1100 sq.ft.	2025 - 2225 sq.ft.
4.8.04	Bldg. Height	Max. 4 stories	2, 3, & 4 stories (48 feet in height)
4.8.05	Site Coverage	No maximum	39.5% of gross site area
4.8.06	Front yard setback (Main Street)	15 ft. min.	15 ft. to arcade 25 ft. to bldg. (all 3 levels)
4.8.07	Ext. Yard setback (Sixth Street)	15 ft. min. for structures exceeding 42 inches in height	25 ft. to 4 level stacked condos; 15 ft. to townhomes (ext. bldg. side); 0-5 ft. for 6 ft. high decorative block wall*

*Special Permit Requests

ATTACHMENT NO. 12.76

Section	Issue	Required	Proposed
	(Orange Avenue)	15 ft. min. for structures exceeding 42 inches in height	15 ft. min. to townhomes; 0-5 ft. for 6 ft. high decorative block wall*
	(Accessway)	15 ft. min.	15 ft. for condos and townhomes
	(Alley)	10 ft. min.	5 ft.-6 in. to corner and side of one townhome*
4.8.09	Upper Story setback (3rd. & 4th. levels)	25 ft. min.	25 ft.
4.8.10	Public Open Space (mixed use development)	5% of net site area (8,059 sq.ft.)	5.3% (8,600 sq.ft.; incorporated into the design of the structure along Main St.)
4.2.10(a)	Common Open Space	25% of residential floor area (27,271 sq.ft.)	31% (33,682 sq.ft.)
4.2.10(b)	Private Open Space: Ground Units (Townhomes)	3 bdrm: 300 sq.ft.	400-1000 sq.ft. per unit
	Above Ground Units (Condos)	1 bdrm: 60 sq.ft. 2-3 bdrms: 120 sq.ft.	78-85 sq.ft. 68-72 sq.ft.*
4.2.12	Parking: Residential (townhomes)	2 spaces/3 bdrm. unit (16 units x 2) = 32	32 spaces
		1/2 guest space/ unit (16 units x .5) = 8	10 spaces
		Total: 40	42 provided within townhome portion of site

*Special Permit Requests

ATTACHMENT NO. 12.77

Section	Issue	Required	Proposed
	Residential (condos)	1-1/2 space/1 bdrm. unit (55 units x 1.5) = 82.5	82.5 spaces
		2 spaces/2 bdrm. unit (18** units x 2) = 36	36.0 spaces
		1/2 guest space/unit (75** units x .5)=36.5	36.5 spaces
		Total: 155	155 (151 provided within parking structure and 4 off central hub)
	RESIDENTIAL TOTALS:	195	197
	Commercial	1 space/200 sq.ft. (10,000 divided by 200) = 50	17 on Main St.; 15 on-site (includes 7 spaces in parking structure and additional 8 spaces as recommended by staff); 18 provided in off-site parking structure within 500 ft. of retail
			TOTAL: 50 provided
4.2.15	Main Vehicular Accessway	Min. 28 ft. in width	26 ft.*
4.2.20	Refuse Collection Area	Must be within 200 ft. of each unit	Provided

* Special Permit Requests
**Reflects deletion of one unit

ATTACHMENT NO. 12.78

10.0 ISSUES AND ANALYSIS:

The primary focus of the Town Square Project is on Main Street which contains 10,000 square feet of street level commercial with two levels of condominiums above and the main vehicle accessway to the site. Integrated with the commercial are 74 stacked condominiums configurated in two and three levels above one level of parking. The units are one and two bedrooms ranging in size from 865 square feet to 1,250 square feet. As you enter the project off Main Street there is a large recreational area (13,000 square feet with pool and spa) between the stacked flats and the 16 townhomes proposed along Orange Avenue. The townhomes range in size from 2,025 square feet to 2,225 square feet, three bedrooms and are all two stories with attached garages. Contemporary mediterranean is the architectural style consistent with the Downtown Design Guidelines.

Parking:

Parking for the project is provided in four on-site areas and one off-site area to be determined at a later date. The primary parking area is located at grade level of the condominium building with a subterranean parking level below. A total of 158 spaces (121 spaces for residents, 33 for guests, and 4 for commercial tenants) are provided. Seventeen parking spaces are created along Main Street by restriping for angled spaces which will be available for short-term customer parking. A two-car garage is attached to each townhome and 10 uncovered guest spaces are available. Four of the townhomes have a two-car driveway for additional parking. In addition, there are four guest spaces in the center of the site.

There is concern over inadequate commercial tenant parking in the condominium parking structure. Staff is recommending that one condominium unit be deleted and the parking structure be expanded to include at least 8 more spaces to accommodate parking for commercial employees. The loss of one unit will provide three surplus spaces. Eight spaces combined with the existing four commercial spaces and three surplus spaces, as a result of the deletion of one residential unit, will provide a total of 15 on-site spaces for commercial tenant/employee parking. Fifteen plus 17 spaces provided along Main as a result of restriping for angled parking provides 32 spaces. The remaining parking requirement of 18 spaces will be met in an off-site parking facility (surface parking lot or parking structure) within reasonable walking distance to be determined by the Redevelopment Agency prior to final occupancy of the development.

Special Permits:

There are four special permit requests with this development as follows:

(1) To allow deck areas of 68 square feet to 72 square feet in lieu of 120 square feet for the two bedroom condominium units.

(2) To permit a 26 foot wide vehicular accessway through the center of the project in lieu of 28 feet.

(3) To permit a 6 foot high decorative block wall with cut-outs for landscaping in lieu of maximum 42 inches along Orange Avenue and Sixth Street adjacent to the townhome portion of the site.

(4) To allow a 5 foot-6 inch setback from one side of a townhome to the ultimate alley right-of-way line in lieu of 10 feet.

The reduced balcony space is adequate for the two-bedroom condominium units since the emphasis on the project is on common open space and minimum common open space area requirement is exceeded by 6 percent or approximately 6,200 square feet. The vehicular accessway has been reviewed by Public Works and Fire Department and is adequate for the site at 26 feet in lieu of 28 feet; it will provide adequate circulation on site.

The higher wall surrounding the private patio areas of the townhomes along Orange and Sixth Street creates a buffer for noise and provides security. To soften the impact of the wall, landscape pockets are provided. The reduced setback for one townhome adjacent to the alley is offset by the front driveway setback which accommodates two parking spaces. In addition, the alley will be infrequently used generating minimal traffic and noise.

Specific Plan:

The overall concept of the Town Square Project does conform with the goals and objectives of District 6 of the Downtown Specific Plan and does not preclude the development of additional commercial activities elsewhere within the District. The District consists of approximately 23 gross acres; the Town Square Project is 4.9 gross acres. This represents approximately 22 percent of the entire District 6 area. The design and scale of the new development is sensitive to the adjacent residential neighborhood to the west by providing two-story townhomes at the southwest corner of the site.

In addition, the project is sensitive to the commercial aspects that are encouraged in the district by continuing the Main Street retail activity along the Main Street frontage with residential above. The retail level along Main Street will have a common sidewalk colonade which includes a public open space amenity. The opposite side of Main Street contains existing commercial and may recycle into other or perhaps larger types of neighborhood oriented shopping and service facilities.

The existing commercial along Main Street adjacent to the Town Square project is being considered for facade rehabilitation by the Redevelopment Agency. If accomplished, a common architectural theme for all commercial buildings along the west side of Main Street between Orange and Sixth Street would result. It should be noted

that the site layout and design of Town Square does not preclude the possibility of integrating this commercial property into the Town Square Project should it be recycled with new buildings.

The realignment of Sixth Street will be in accordance with Precise Plan of Street Alignment 86-1 and the Downtown Specific Plan. It will be completed prior to occupancy of the Town Square Project.

11.0 RECOMMENDATION:

Staff recommends that the Planning Commission approve Conditional Use Permit No. 87-36 with Special Permits, Coastal Development Permit No. 87-28 and Tentative Tract 12900 with the following findings and conditions of approval:

FINDINGS FOR APPROVAL - CONDITIONAL USE PERMIT NO. 87-36:

1. The proposed mixed-use residential/commercial development (89 residential units and 10,000 square foot commercial) will not have a detrimental effect upon the general health, welfare, safety and convenience of persons residing or working in the vicinity; or will not be detrimental to the value of the property and improvements in the vicinity.

2. The proposed mixed-use residential/commercial development is compatible with existing and proposed uses in the vicinity which includes existing and future uses within the District 6 area of the Downtown Specific Plan.

3. The location, site layout and design of this mixed-use residential/commercial development is property related to the surrounding streets, and other structures and uses in the vicinity in a harmonious manner.

4. The proposed mixed-use residential/commercial development is in conformance with the adopted Downtown Design Guidelines.

5. Architectural features and general appearance of the proposed mixed-use residential/commercial development shall enhance the orderly and harmonious development of the Downtown Specific Plan area.

6. The proposed mixed-use residential/commercial development is consistent with the goals and policies of the Huntington Beach General Plan.

FINDINGS FOR APPROVAL - SPECIAL PERMITS:

1. The following three special permits for deviations to the requirements of the Downtown Specific Plan promote a better living environment and provide maximum use of the land in terms of site layout and design:

   a. A reduced private balcony area for the two bedroom units of 68 to 72 square feet in lieu of 120 square feet.

b. A 26 foot wide vehicular accessway in lieu of 28 feet.

c. A 6 foot high decorative block wall in lieu of 42 inches with landscape pockets along a portion of Orange and Sixth Street.

d. A 5 foot-6 inch setback from one townhome to alley right-of-way in lieu of 10 feet.

2. Approval of the three special permits will not be detrimental to the general health, welfare, safety and convenience of the neighborhood in general nor detrimental or injurious to the value of the property or improvements in the neighborhood.

3. The special permit requests are consistent with the objectives of the Downtown Specific Plan in achieving a development adapted to the parcel and compatible with the surrounding environment.

4. The special permits are consistent with the policies of the Coastal Element of the City's General Plan and the California Coastal Act.

FINDINGS FOR APPROVAL - TENTATIVE TRACT NO. 12900:

1. The proposed 17 lot subdivision for condominium purposes of this 3.7 net acre site zoned Downtown Specific Plan, District 6 (Mixed-Use Residential, Commercial and Office) is proposed to be constructed having 18.4 units per gross acre and 10,000 square foot commercial.

2. The property was previously studied for this intensity of land use and determined adequate at the time the mixed-use land use designation, and Downtown Specific Plan, District 6 zoning designation was placed on the subject property.

3. The General Plan is designed for providing for this type of land use as well as setting forth provisions for the implementation for this type of housing and commercial activity.

4. The site is relatively flat and physically suitable for the proposed density and type of development.

5. Tentative Tract No. 12900 is consistent with the goals and policies of the Huntington Beach General Plan.

FINDINGS FOR APPROVAL - COASTAL DEVELOPMENT PERMIT NO.87-28:

1. The proposed mixed-use residential/commercial development conforms with the plans, policies, requirements and standards of the Huntington Beach Coastal Element.

2. Coastal Development Permit No. 87-28 is consistent with the CZ suffix and the Downtown Specific Plan as well as other provisions of the Huntington Beach Ordinance Code applicable to the property.

3. At the time of occupancy, the proposed mixed-use residential/commercial development can be provided with infrastructure in a manner that is consistent with the Huntington Beach Coastal Element and Land Use Plan of the General Plan.

4. The proposed mixed-use residential/commercial development conforms with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

CONDITIONS OF APPROVAL - CONDITIONAL USE PERMIT NO. 87-36:

1. The site plan, floor plans and elevations received and dated February 17, 1988, shall be the conceptually approved layout with the following modifications:

   a. A maximum of 89 residential units shall be shown by deleting one unit.

   b. The parking structure shall be expanded to include an additional eight parking spaces.

   c. The balconies on the first level of the 74 unit stacked flat project shall be extended 2 to 4 feet and the second level balconies extended approximately 2 feet to create a layered cake effect along the Sixth Street frontage.

   d. The stairway from the condominium stacked flat building fronting Sixth Street shall be provided with a 90 degree turn so as the stairway is somewhat screened by the railing from the view of Sixth Street.

   e. Colors and materials depicted on the elevations as reviewed and approved by the Design Review Board.

   f. Depict all utility apparatus, such as but not limited to backflow devices and Edison transformers, on the site plan. They shall be prohibited in the front and exterior yard setbacks unless properly screened by landscaping or other method as approved by the Community Development Director.

2. Prior to issuance of building permits, the following shall be completed:

   a. A Landscape and Irrigation Plan in accordancde with the Downtown Design Guidelines shall be submitted to the Department of Community Development and Public Works for review and approval.

b. A Rooftop Mechanical Equipment Plan indicating screening of all rooftop mechanical equipment delineating the type of material proposed to screen said equipment shall be reviewed and approved by the Community Development Department.

c. An affordable housing agreement plan to provide affordable housing in the Coastal Zone shall be submitted for review and approval by the Community Development Department. The plan shall provide for 20 percent of the housing units (18 units) either on-site, or the equivalent number off-site within three miles of the coastal zone, for persons of low or moderate income households as per the provisions of Government Code Section 65590(d).

d. A detailed soils analysis shall be prepared by a registered Soils Engineer and together with a grading plan shall be submitted to the Public Works Department for review and approval. This analysis shall include on-site soil sampling and laboratory testing of materials to provide detailed recommendations regarding grading, chemical and fill properties, foundations, retaining walls, streets, and utilities.

e. Hydrology study shall be submitted to the Department of Public Works for approval.

f. Street drainage modifications shall be approved by the Deparvment of Public Works.

g. Pursuant to Article 87 of the Huntington Beach Fire Code, a fire protection plan shall be submitted to and approved by the Fire Marshal. This plan shall include, but not be limited to:

(1) Phased installation of fire sprinkler system during construction.

(2) On-site security during construction.

(3) Completion of Public Works improvements prior to construction.

(4) Or site roadways provided as all-weather driving surfaces during construction.

h. Submit a Parking Management Plan for review and approval by the Community Development Department which contains parking space designations for residential tenants, and a minimum of 15 parking spaces within the parking structure designated for commercial tenant/employee parking.

i. Final Tract Map for the subject site shall be accepted by the City Council and recorded with the County Recorder's Office.

j. A copy of the revised plan pursuant to Condition No. 1 of this report as record for the conditional use permit file shall be submitted.

3. The following Public Works Department requirements shall be complied with:

a. The developer shall construct all required perimeter street and alley improvements except for the realigned Sixth Street.

b. On-site water facilities shall be located in vehicular accessways and dedicated to the City.

c. Water mains shall be constructed in the perimeter streets as required by the Water Department. An off-site water main in Fifth Street from Main to alley east of Main shall be constructed connected to existing main.

d. The security gate at the project entry on Orange shall be for residents only and shall be redesigned to include a turn-around so vehicles, which cannot gain access, do not back onto Orange Avenue.

e. All security gate configurations shall be submitted to the Public Works Department and Fire Department for approval prior to installation.

f. Any enhanced street materials and landscape improvements shall be per the Downtown Design Guidelines.

4. The following Fire Department requirements shall be complied with:

a. The realignment and construction of Sixth Street shall be completed prior to the start of combustible construction.

b. All street improvements, water mains, and fire hydrants shall be completed and installed prior to the start of combustible construction.

c. All buildings in the project shall be protected by an automatic fire sprinkler system throughout all areas.

d. The fire flow required for this project is 3,500 gallons per minute and must be determined adequate. The underground water main system shall be capable of supplying the fire flow.

e. Seven (7) fire hydrants are required for this project and locations shall be determined by the Fire Department.

f. Roadways within this project shall be designated fire lanes and posted as such.

g. Emergency access gate and minimum 24 foot wide driveway with decorative surface treatment shall be provided from the end of the townhouse driveway onto Sixth Street.

h. Emergency access gate and walkway shall be provided from Sixth Street to the stairway of the parking structure.

i. Emergency man-gate shall be provided from the on-site accessway to the alley behind the existing structures.

j. Security gates shall be provided with an emergency access system approved by the Fire Department.

k. The parking structure shall be provided with an automatic fire sprinkler system throughout, fire alarm system, and combination standpipe system pursuant to fire code standards.

l. The condominium/retail structure shall be provided with:

(1) Automatic fire sprinkler system throughout all areas;

(2) Combination standpipe system pursuant to fire code standards;

(3) Automatic fire alarm system pursuant to fire code standards, with a graphic display annuciator panel to be approved by the Fire Marshal; and

(4) Elevator(s) shall be a minimum 6 feet-8 inches wide, 4 feet-3 inches deep, with 42 inch opening.

5. The structures on the subject property, whether attached or detached, shall be constructed in compliance with the State acoustical standards set forth for units that lie within the 60 CNEL contours of the property. Evidence of compliance shall consist of submittal of an acoustical analysis report, prepared under the supervision of a person experienced in the field of acoustical engineering, with the application for building permit(s).

6. The development shall comply with all applicable provisions of the Ordinance Code, Building Division, and Fire Department.

7. Natural gas shall be stubbed in at the locations of cooking facilities, water heaters, and central heating units.

8. Low-volume heads shall be used on all spigots and water faucets.

9. If lighting is included in the parking lot, high-pressure sodium vapor lamps shall be used for energy savings. All outside lighting shall be directed to prevent "spillage" onto adjacent properties.

10. All guest parking spaces shall be designated as such by providing "Guest Parking" on the surface of each stall.

11. All building spoils, such as unusable lumber, wire, pipe, and other surplus or unusable material, shall be disposed of at an off-site facility equipped to handle them.

12. A planned sign program shall be approved for all signing. Said program shall be approved prior to the first sign request.

13. A total of 18 off-street parking spaces shall be accounted for within a parking structure or surface parking within reasonable walking distance prior to issuance of a Certificate of Occupancy.

CONDITIONS OF APPROVAL - TENTATIVE TRACT NO. 12900:

1. The tentative map, received and dated February 2, 1988, shall be revised to reflect the following:

   a. Typical Main Street cross-section.

   b. The corner radii at Main and Sixth and Orange and Sixth to 33 feet.

   c. Two and one-half feet of alley dedication and a typical alley cross section.

   d. Show sidewalk widths.

   e. Depict public sidewalk and easement width on Main Street.

2. The diagonal parking within the public right-of-way on Main Street shall be reviewed and approved by the Public Works Department.

3. Parkway landscaping (including public right-of-way) shall be maintained by the developer/homeowner's association.

4. A copy of the Covenants, Conditions and Restrictions (CC&Rs) for the subdivision addressing the conditions herein, Article 915, and Condition 2(h) of Conditional Use Permit No. 87-30, shall be submitted for review and approval by the Community Development Department and the City Attorney's Office in accordance with Article 915 prior to final acceptable of Map No 12900 by City Council and recordation of said Tract Map.

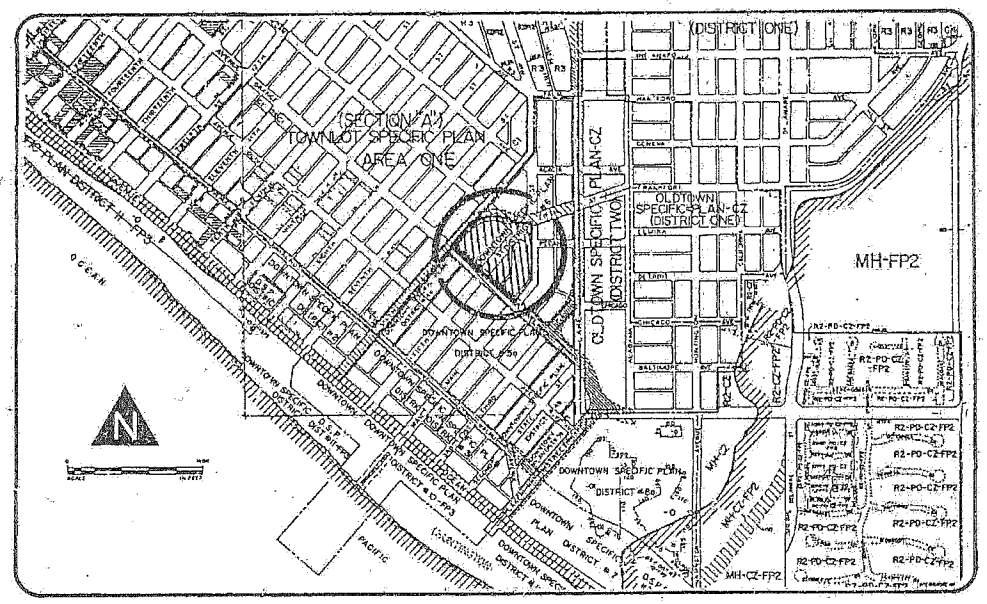
12.0 ALTERNATIVE ACTION:

The Planning Commission may deny Conditional Use Permit No. 87-36 with Special Permits, Coastal Development Permit No. 87-28 and Tentative Tract No. 12900 with findings.

ATTACHMENTS:

1. Area map
2. Site plans, floor plans and elevations dated February 17, 1988
3. Tentative Tract Map No. 12900 dated February 2, 1988
4. Sixth Street Realignment Plan

SH:kla



CUP 87-36 WITH SPECIAL PERMITS
CDP 87-28 TT 12900

HUNTINGTON BEACH PLANNING DIVISION

HUNTINGTON BEACH

ATTACHMENT NO. 12.89

huntington beach department of community development

STAFF REPORT

TO: Planning Commission
FROM: Community Development
DATE: April 5, 1988

SUBJECT: CONDITIONAL USE PERMIT NO. 88-7 WITH SPECIAL PERMITS/COASTAL DEVELOPMENT PERMIT NO. 88-3/TENTATIVE TRACT 13478 (CONTINUED FROM THE MARCH 1, 1988 PLANNING COMMISSION MEETING)

APPLICANT: California Resorts/ City of Huntington Beach Redevelopment Agency

REQUEST: To develop a mixed use project with a 90,000 sq. ft. entertainment complex, including retail, office and a 6-plex movie theater in addition to a 160 unit condominium project.

LOCATION: The area approximately bounded by PCH, Main Street, Walnut Avenue, and Second Street.

DATE ACCEPTED: February 19, 1988

MANDATORY PROCESSING DATE: April 19, 1988

ZONE: DTSP-3 (Downtown Specific Plan-District 3)

GENERAL PLAN: Visitor Serving Commercial

EXISTING USE: Primarily vacant with some structures and oil facilities.

ACREAGE: 5 acres gross (235,962 sq.ft.)
4.1 acres net (170,912 sq.ft.)

1.0 SUGGESTED ACTION:

Approve Conditional Use Permit No. 88-7 with special permits, Coastal Development Permit No. 88-3 and Tentative Tract 13478 for a mixed-use project with entertainment center which includes retail, office and a six-plex movie theater in addition to 160 residential condominium units with findings and conditions of approval.

2.0 GENERAL INFORMATION:

Conditional Use Permit No. 88-7, in conjunction with Tentative Tract Map 13478 and Coastal Development Permit No. 88-3, is a joint request by California Resorts and the Redevelopment Agency of Huntington Beach to develop a mixed use project within the Downtown

C-1

A-FM-23C

ATTACHMENT NO. 12.90

EXHIBIT E

Specific Plan in an area approximately bounded by Pacific Coast Highway, Main Street, Walnut Avenue and Second Street. The request consists of an entertainment center with retail, commercial and a six-plex movie theater in addition to a 4-story, 160 unit condominium project. There are three special permit requests related to setbacks, vehicle accessway widths, and private patio areas.

The original request included two alternatives. Alternative A was an 8-story hotel complex with 160 hotel suites, 20,000 sq. ft. of retail space (including a restaurant) and 3,000 sq. ft. of office space in conjunction with the 160 unit condominium project. Alternative B was the entertainment center option in conjunction with the 160 unit condominium project. The City Council gave direction on March 21, 1988 to pursue Alternative B, (the entertainment center option) as outlined in the attached memo dated March 25, 1988 and City Council action agenda.

3.0 SURROUNDING LAND USE, ZONING AND GENERAL PLAN DESIGNATIONS:

(For orientation purposes, Main Street is assumed north-south and Pacific Coast Highway is assumed east-west.)

Subject Property:

GENERAL PLAN DESIGNATION:	Visitor Serving Commercial
ZONE:	DTSP-3 (Downtown Specific Plan-District 3)
LAND USE:	Vacant with residential, office and commercial and oil facilities

North of Subject Property:

GENERAL PLAN DESIGNATION:	Mixed Use-Office/Residential
ZONE:	DTSP-5,4 (Downtown Specific Plan-Districts 5 and 4)
LAND USE:	Commercial, office and residential uses, surface parking lot and oil facilities

East of Subject Property:

GENERAL PLAN DESIGNATION:	Visitor Serving Commercial
ZONE:	DTSP-3 (Downtown Specific Plan-District 3)
LAND USE:	Commercial and residential uses with oil facilities

South of Subject Property:

GENERAL PLAN DESIGNATION:	Open Space Recreation
ZONE:	DTSP-10 (Downtown Specific Plan-District 10)
LAND USE:	Restaurant/beach

ATTACHMENT NO. 12.91

West of Subject Property:

GENERAL PLAN DESIGNATION:	Visitor Serving Commercial
ZONE:	DTSP-3 (Downtown Specific Plan-District 3)
LAND USE:	Commercial with second story residential

4.0 ENVIRONMENTAL STATUS:

The City Council, in July of 1983, certified Environmental Impact Report No. 82-2 which addresses the type and intensity of development which could be proposed within the development standards of the Downtown Specific Plan. The proposed project, located in District 3 of the Downtown Specific Plan, is less intense than the maximum built out analyzed in Environmental Impact Report 82-2, thus is adequately covered under the guidelines of the California Environmental Quality Act. Attached to this report is a memo, including a matrix comparing the proposed project alternatives with the hypothetical development which was analyzed in Environmental Impact Report 82-2. It indicates that no further environmental analysis is required.

5.0 COASTAL STATUS:

The proposed mixed use project is subject to the approval of a Coastal Development Permit because it is located within coastal zone boundaries. Prior to any action on Conditional Use Permit No. 88-7 and Tentative Tract 13478 it is necessary for the Planning Commission to review and act on Coastal Development Permit No. 88-3.

The Downtown Specific Plan, which sets forth development standards for the Downtown area, is intended to implement the land use designations in the Coastal Element of the Huntington Beach General Plan. Certified by the California Coastal Commission in March of 1985, the Specific Plan along with the Coastal Zone (CZ) suffix is the implementing phase of the Local Coastal Program (LCP) and Coastal Element.

Coastal Development Permit No. 88-3 may be approved or conditionally approved only after it has been found to be in conformance with the Coastal Element of the General Plan by making the following findings:

(a) LUP. That the development project proposed by the CDP application conforms with the plans, policies, requirements and standards of the Coastal Element.

(b) Zoning Regulations. That the CDP application is consistent with the CZ suffix, the base zoning district or specific plan as well as other provisions of the Huntington Beach Ordinance Code applicable to the property;

ATTACHMENT NO. 12.92

(c) Adequate Services. That at the time of occupancy the proposed development can be provided with infrastructure in a manner that is consistent with C-LUP;

(d) California Coastal Act. That the development conforms with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

6.0 REDEVELOPMENT STATUS:

The project is located within the boundaries of the Downtown Redevelopment Area.

7.0 SPECIFIC PLAN:

The Downtown Specific Plan describes the land uses intended for District 3 as the "hub of the downtown core, containing higher intensity, visitor-serving uses such as hotels, restaurants and museums along with specialty shops and beach-related commercial uses." It also allows for residential uses. Code Amendment No. 88-3 is currently being processed which includes revisions to District 3 of the Downtown Specific Plan to permit greater opportunities for residential uses and configurations within that district. The proposed project conforms with the proposed changes pursuant to the Code Amendment. A condition is included to assure that if the project is approved, building permits may not be issued until Code Amendment No. 88-3 has been approved by the City Council and in effect.

Following is a revised zoning conformance chart which indicates special permit requests as well as how the mixed use (entertainment center and residential) project conforms with the Downtown Specific Plan development standards and proposed Downtown Specific Plan changes. The requirements pertain to the mixed use project as a whole unless otherwise noted.

PHASE I
HUNTINGTON PIER COLONY
ZONING CONFORMANCE CHART

Section	Issue	Required	Proposed
4.5.01	Permitted Uses with CUP	Visitor-Serving Commercial	Mixed Use Project with entertainment complex and residential (residential portion of project conforms with proposed changes to DTSP)

ATTACHMENT NO. 12.93

Section	Issue	Required	Proposed
4.5.02	Parcel Size	10,000 sq.ft. min. 100 ft. frontage	235,962 gross sq.ft. (102,662 sq.ft. commercial; 133,300 sq.ft. residential) 170,912 net sq.ft. (75,712 sq.ft. commercial; 95,200 sq.ft. residential)
4.5.03	Intensity (FAR)	3.5 max. (687,920 sq.ft.)	1.0 (228,659 sq.ft.)
	Density (residential portion)	35 units/gross acre (189 units max. based on 235,962 gross sq.ft.)	29.6 units per gross acre; 160 units 133,300 (1-Block gac)
4.2.02	Min. Floor Area (residential portion)	1 bdrm: 650 sq.ft. 2 bdrm: 900 sq.ft.	677 to 777 sq.ft. 970 to 1,067 sq.ft.
4.5.04	Bldg. Height	Max. 12 stories	4 stories
4.5.05	Site Coverage	Max. 60% - 102,547 sq.ft.	89,699 sq.ft.(52%)
4.5.06	Front yard setback (PCH)	15 ft. min.	10 ft. to colonade*; 20 ft. to commercial building; 20-50 ft. for residential
4.5.07	Ext. Yard setback (Main Street)	Build to 5 ft.	10 ft. to facade; commercial plaza area at 5 ft.
	(Second Street)	15 ft. min.	15 ft.
	(Walnut Avenue)	15 ft. min.	10 ft. to colonade* 15 ft. to building
4.5.09	Upper Story setback (above 2nd. story)	25 ft. avg. (15 ft. min.)	Exceeds average

*Special Permit Request

ATTACHMENT NO. 12.94

Section	Issue	Required	Proposed
4.5.10	Public Open Space (commercial portion)	10% of net site area (7,512 sq.ft.)	.8% (.0,351 sq.ft.)
4.2.10(a)	Common Open Space (residential portion)	25% of residential floor area (34,171 sq.ft.)	34.6% (47,341 sq.ft.)
4.2.10(b)	Private Open Space: Ground Units (residential portion)	1 bdrm: 200 sq.ft. (min. dim. 10 ft.)	80 sq.ft.* (min. dim. 8 ft.)
		2 bdrm: 250 sq.ft. (min. dim. 10 ft.)	80 sq.ft.* (min. dim. 8 ft.)
	Above Ground Units (residential portion)	1 bdrm: 60 sq.ft. (min. dim. 6 ft.)	100 sq.ft. (min. dim. 6 ft.)
		2 bdrm: 120 sq.ft. (min. dim. 6 ft.)	120 sq.ft. (min. dim. 6 ft.)
		1 bdrm loft: 60 sq. ft. (min. dim. 6 ft.)	60 sq.ft. (min. dim. 6 ft.)
4.2.12	Parking:		
	Entertainment Center:		
	Theaters (1600 seats)	533.3 spaces	
	Office:15,925 sq.ft.	53.0 spaces	
	Retail:26,575 sq.ft.	132.9 spaces	
	Restaurant:10,000 sq.ft.	100.0 spaces	
		819.2 spaces (820 spaces)	820 spaces (297 spaces on-site and 523 spaces to be provided in a parking structure off-site)
	Residential (condos)	1-1/2 space/1 bdrm. unit (112 units x 1.5) = 168	
		2 spaces/2 bdrm. unit (48 units x 2) = 96	
		1/ guest space/unit (160 units x .5) = 80	
		Total: 344	345

*Special Permit Request

ATTACHMENT NO. 12.95

Section	Issue	Required	Proposed
4.2.15	Main Vehicular Accessway	Min. 28 ft. in width	27 ft.*
	Alley	Min. 30 ft. in width	27 ft.*
4.2.20	Refuse Collection Area (residential)	Must be within 200 ft. of each unit	Provided

*Special Permit Request

8.0 SUBDIVISION COMMITTEE:

On February 18, 1988, the Subdivision Committee reviewed and discussed Tentative Tract Map No. 13478 and the proposed development options. Representatives from the Fire Department, Public Works Department, Community Development Department and the Planning Commission were present. The following issues were included in the discussion:

a. Access to the project from Pacific Coast Highway and location of the valet service.

b. Parking structure design.

c. Street and alley dedications and improvements.

The Committee acted to recommend approval of Tentative Tract No. 13478 to the Planning Commission subject to the requirements that access from Pacific Coast Highway be restricted during certain hours so as not to impede traffic on Pacific Coast Highway and the parking structure design be in conformance with the proposed code amendment for parking structures.

9.0 DESIGN REVIEW BOARD:

The Design Review Board met and reviewed the project on February 11, 1988 for conformance with the Downtown Design Guidelines. They approved of the architectural treatment and colors as shown on the plans and unanimously voted to recommend approval of the project.

10.0 ISSUES AND ANALYSIS:

Conditional Use Permit No. 88-7, in conjunction with Coastal Development Permit No. 88-3 and Tentative Tract 13478, is a request to develop a mixed use project which includes a 90,000 square foot entertainment center, including commercial and office uses with a 6-plex movie theater and a 160 unit residential condominium project.

ATTACHMENT NO. 12.96

The entertainment center includes six theaters with a total capacity of 1,600 seats. The theaters are stacked, three on three, and oriented on the rear half of the site, closest to Walnut. The entrance is off the atrium located in the center of the building with access from Pacific Coast Highway and Walnut. The 26,575 square feet of retail is situated along the ground level and second floor of the Main Street and Pacific Coast Highway building area. On the third level and mezzanine is 15,925 square feet of office flanked around the four-story central atrium. Parking is provided in two subterranean levels containing 297 spaces with access off Walnut Avenue. This will accommodate the parking demand for the retail, office and a portion of the theaters. The balance of parking will be provided in a future parking structure directly across Walnut Avenue to the north.

On the easterly portion of this 1.75 block development, 160 condominium units are proposed. They are one and two bedroom townhomes and stacked flats ranging in size from 677 square feet to 1,067 square feet. Parking is provided in two subterranean levels separate from the commercial parking, with access off Second Street. All required parking for the condominium units including guest parking is supplied on-site.

The major issues of the proposal are addressed below and relate to compatibility with surrounding uses, traffic generation and parking, and special permit requests.

Compatibility with Surrounding Uses:

The proposed project is located across Pacific Coast Highway from the pier, right in the "hub" of the downtown area. It is a prime location for visitor-serving uses such as retail, theaters and a limited amount of office space. The proposed entertainment center will be compatible with the existing Main Street uses and the mixed commercial and office to the north across Walnut Avenue. The residential portion of the project, located on the eastern half of the parcel farthest from Main Street and the pier, has been designed as a separate use from the adjacent visitor-serving uses through the use of view, light and air corridors. Districts 4 and 5 of the Specific Plan, located north of the proposed project, allow residential uses as part of a mixed-use/transitional area. The project will be compatible with future developments in these areas because it is a similar use. Residential uses are not unique to the Pacific Coast Highway frontage; there is current varigated residential construction activity on Pacific Coast Highway between Third Street and Goldenwest Street.

Traffic and Parking:

The proposed project, including entertainment center and residential, will generate approximately 3,164 trips per day. The maximum allowable buildout analyzed in Environmental Impact Report No. 82-2 certified for the Downtown Specific Plan for the same block area would

generate 7,119 trips per day, more than double that generated by the proposed project. According to Environmental Impact Report No. 82-2 the traffic generated by the proposed project can be handled by the existing circulation plan for the downtown area.

The residential portion of the development requires 344 parking spaces according to Section 4.2.12 of the Downtown Specific Plan (345 spaces are proposed in a subterranean parking structure). At issue is whether the structure should have one point of ingress/egress or two as required in the revised parking structure ordinance pending before the City Council. Staff recommends that an independent traffic engineer prepare a report addressing the issue to determine if the second entrance should be required. If necessary, the applicant will provide it on Walnut Avenue.

The entertainment center requires 820 parking spaces, based on theater seat count, office space, retail space and a restaurant. The proposed plan depicts 297 spaces on-site and 593 spaces off-site. Thirty-six percent of the required parking will be provided on site. The remaining spaces will be provided in the proposed City parking structure to be located to the north of the project on the block bounded by Walnut Avenue, Main Street, Olive Avenue and Third Street. Preliminary plans call for a three story structure above ground with one level subterranean. The first floor fronting on Main Street will include a minimum of 30,000 square feet of retail space. The structure will accommodate 700 to 1,000 parking spaces with 150 required for the new retail. It is projected that ground-breaking will occur early next year. In order to assure adequate parking for the entertainment center, the multi-level parking structure must be approved by the City prior to issuance of building permits for the entertainment center and completed prior to occupancy. An exhibit is included with this report showing the location of the structure in relationship to the proposed project.

Special Permits:

There are three special permit requests relative to setbacks, private patio areas and accessway width.

Required building setbacks from Walnut Avenue and Pacific Coast Highway are a minimum of 15 feet. The residential setback is shown at 20 feet or greater. The building area of the hotel complex is setback at 20 feet along Pacific Coast Highway and 15 feet along Walnut Avenue, however a roofed colonade projects to within 10 feet of the property lines. The colonade is one story and open underneath the roof. Staff recommends approval of a special permit for encroachment of the colonade into the front and exterior yard setbacks because the required 15 foot area is available for pedestrians and meets the intent of the requirement.

Approximately 10 of the 160 residential units have patios with a minimum dimension of 8 feet in lieu of 10 feet. All of the ground floor patios are deficient in the area required of 200 square feet for 1 bedroom units and 150 square feet for 2 bedroom units. The applicant is proposing patios ranging from 80 to 100 square feet. All balconies meet the minimum dimension and area required. Staff supports the special permit request for a 2 foot reduction in minimum dimension on 10 patio units and a reduction in ground floor patio area because the project exceeds the common open space requirement of 25 percent of residential floor area by providing 35 percent. The open space will be better enjoyed as common area than private area since the project is located in a visitor-serving district.

The Downtown Specific Plan requires an ultimate width of 30 feet for commercial alleyways and a minimum width of 28 feet for private accessways. Both the alley parallel to Main Street and the main accessway into the project are proposed to be 27 feet in width. The Fire Department and Public Works Department have agreed that 27 feet will be an adequate width to provide ingress/egress to the project. Staff recommends approval of the 3 foot reduction in alley right-of-way since a turnaround space is being provided which will adequately meet the needs of the Fire Department and trash servicing. The one foot reduction in accessway width will not be detrimental to the project since it is a fire lane straight through the project to be used by emergency vehicles only. The access to the subterranean structure off Walnut is sufficient width at 27 feet as required in the new parking structure ordinance to become effective after City Council approval.

Overall, staff feels the project meets the intent of the Downtown Specific Plan with proposed revisions and recommends approval subject to findings and conditions of approval.

10.0 RECOMMENDATION:

Staff recommends that the Planning Commission approve Conditional Use Permit No. 88-7 with special permits, Coastal Development Permit No. 88-3 and Tentative Tract 13478 for a mixed-use project with the following findings and conditions of approval:

FINDINGS FOR APPROVAL - CONDITIONAL USE PERMIT NO. 88-7:

1. The proposed mixed use project with an entertainment center and 160 condominium units will not have a detrimental effect upon the general health, welfare, safety and convenience of persons residing or working in the vicinity and will not be detrimental to the value of the property and improvements in the vicinity.

2. The proposed mixed use project with entertainment center and 160 condominium units is designed to be compatible with existing and proposed uses in the vicinity.

3. The location, site layout and design of the proposed mixed use project with entertainment center and 160 unit condominium project is properly related to the streets, drives and other structures and uses in the vicinity in a harmonious manner.

4. The architecture and design of the proposed mixed use project is in conformance with the adopted Design Guidelines for the Downtown Specific Plan.

5. The general appearance including architectural features of the proposed mixed use project shall enhance the orderly and harmonious development of the Downtown Specific Plan.

6. The proposed mixed use project with entertainment center and 160 condominium units is consistent with the goals and policies of the Huntington Beach General Plan.

FINDINGS FOR APPROVAL - SPECIAL PERMITS:

1. The following special permits for deviations to the requirements of the Downtown Specific Plan promote a better living environment and provide maximum use of the land in terms of site layout and design; exceeding the required amount of common open space:

   a. Setbacks of 10 feet in lieu of 15 feet along Pacific Coast Highway and Walnut for encroachment of a colonade.

   b. A reduction in the required area for private patios for the ground floor residential units from 200 square feet for one bedroom units and 250 square feet for the two bedroom units to areas ranging from 80 square feet to 100 square feet and a reduction in the minimum dimension of 10 feet to 8 feet for 10 units.

   c. A reduction in the required alley width from 30 feet to 27 feet and a reduction in the main accessway width from the required 28 feet to 27 feet.

2. The approval of the special permits for encroachment in setbacks, reduction in private patio areas and minimum dimensions and accessway widths will not be detrimental to the general health, welfare, safety and convenience of the neighborhood in general, nor detrimental or injurious to the value of property or improvements of the neighborhood.

3. The special permit requests for encroachment in setbacks, reduction in private patio areas and minimum dimensions and accessway widths are consistent with the objectives of the Downtown Specific Plan in achieving a development adapted to the parcel and compatible with the surrounding environment.

4. The special permits for encroachment in setbacks, reduction in private patio areas and minimum dimensions and accessway widths are consistent with the policies of the Coastal Element of the City's General Plan and the California Coastal Act.

FINDINGS FOR APPROVAL - TENTATIVE TRACT 13478:

1. The proposed two lot subdivision for condominium and commercial purposes of the 170,912 net square foot parcel of land zoned Downtown Specific Plan-District 3, is proposed to be constructed having 29.6 units per gross acre and with a FAR of 1.0.

2. The property was previously studied for a greater intensity of land use at the time the land use designation and Downtown Specific Plan-District 3 zoning designation were placed on the subject property

3. The Huntington Beach General Plan is designed with provisions for the type of land use proposed, mixed use with entertainment center and residential, as well as setting forth provisions for the implementation of the proposed project.

4. The site is relatively flat and physically suitable for the proposed density and type of development.

5. Tentative Tract 13478 is consistent with the goals and policies of the Huntington Beach General Plan.

FINDINGS FOR APPROVAL - COASTAL DEVELOPMENT PERMIT NO. 88-3:

1. The proposed mixed use project with entertainment center and 160 residential condominium units conforms with the plans, policies, requirements and standards of the Huntington Beach Coastal Element.

2. Coastal Development Permit No. 88-3 is consistent with the CZ suffix and the Downtown Specific Plan as well as other provisions of the Huntington Beach Ordinance Code applicable to the project.

3. The proposed mixed use project with entertainment center and 160 condominium units shall be provided with infrastructure in a manner that is consistent with the Huntington Beach Coastal Element and Land Use Plan of the General Plan.

4. The proposed mixed use project with entertainment center and 160 condominium units conforms with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

CONDITIONS OF APPROVAL - CONDITIONAL USE PERMIT NO. 88-7:

1. The site plan, floor plan and elevations received and dated March 25, 1988, shall be the conceptually approved layout with the modifications described herein:

   a. Site coverage shall not exceed 60 percent.

   b. The minimum dimension for patios for the ground floor residential units shall not be less than 8 feet.

   c. Balconies for above ground units shall be increased to 60 square feet for all 1 bedroom units (including those with lofts) with the minimum dimension being 6 feet.

   d. Parking layout shall show minimum 26 foot aisleways with all spaces dimensioned at 8-1/2 feet by 18 feet except those adjacent to a wall over 42 inches in height which shall be 12 feet in width.

   e. A minimum of 50 percent of the street level facades fronting Main Street shall be constructed of transparent materials as required in the Downtown Specific Plan.

   f. Depict all utility apparatus, such as but not limited to backflow devices and Edison transformers, on the site plan. They shall be prohibited in the front and exterior yard setbacks unless properly screened by landscaping or other method approved by the Community Development Director.

   g. Adequate trash enclosures shall be provided with a method of trash pick up subject to the approval of the Public Works Department and Community Development Department.

   h. The three security gates in the residential parking structure shall be located so no dead-end driveways are created for guest parking.

   i. Circulation in the entertainment center parking structure shall provide a continuous flow on the first level down to the second level subject to the approval of the Public Works Department and Department of Community Development.

2. Prior to the issuance of building permits, the following shall be completed:

   a. Street improvements as determined necessary by the Fire Department.

   b. Water mains and fire hydrants shall be installed and operating.

ATTACHMENT NO. 12.102

c. All existing or abandoned oil well sites must be abandoned pursuant to Department of Gas and Oil and Fire Department standards.

d. A circulation and parking management plan by a traffic engineer addressing valet parking, ingress and egress to the site, the allocation and assignment of parking spaces for residential tenants, and the need for a second ingress and egress ramp to the residential subterranean parking structure shall be submitted and approved by the Department of Community Development.

e. Prior to combustible or above grade construction, a fire protection plan, pursuant to Article 87 of the Huntington Beach Fire Code, shall be submitted for approval by the Fire Department. The plan shall have provisions for: phased installation of sprinkler systems, on-site security, and telephone for emergency notification.

f. Final tract map for the subject site shall be accepted by the City Council and recorded with the County Recorder's Office.

g. A copy of the revised plan pursuant to Condition No. 1 of this report as record for the conditional use permit file shall be submitted.

h. A landscape and irrigation plan pursuant to the Downtown Design Guidelines and Article 960 shall be submitted and approved by the Community Development Department and Public Works Department.

i. A rooftop mechanical screening plan submitted and approved by the Department of Community Development.

j. An affordable housing agreement plan to provide affordable housing in the Coastal Zone shall be submitted for review and approval by the Community Development Department. The plan shall provide for 20 percent of the housing units (32 units) either on-site, or the equivalent number off-site within three miles of the coastal zone, for persons of low or moderate income households as per the provisions of Government Code Section 65590(d).

k. Hydrology/hydraulic drainage studies shall be submitted to the Public Works Department for approval.

l. A grading plan and soils report shall be submitted to the Department of Public Works for approval.

m. All applicable Public Works fees shall be paid prior to issuance of building permits.

3. The following Fire Department requirements shall be complied with:

   a. Fire lane shall be minimum 27 feet clear width from Walnut to Pacific Coast Highway. Turf block is unacceptable as a fire lane surface.

   b. Building address numbers shall be installed pursuant to Fire Department standards.

   c. Fire flow for entertainment/condominium plan is 4,750 gallons per minute. Water system shall provide minimum fire flows.

   d. Five fire hydrants are required for this project in locations to be approved by the Fire Department.

   e. Alleyway from Walnut Avenue, behind existing buildings shall be a minimum 27 feet clear width for Fire Department access.

   f. All structures in project shall be provided with the following:

      (1) Automatic fire sprinklers throughout with combination standpipe systems;

      (2) Fire alarm system with graphic annunciators.

   g. Elevators throughout project shall be a minimum size of 6 feet-8 inches by 4 feet-3 inches with minimum opening of 42 inches.

   h. Access for emergency purposes shall be provided to all perimeter stairways from public streets.

4. The following Public Works Department requirements shall be complied with:

   a. A right turn lane shall be constructed at Pacific Coast Highway and Main Street per City and CalTrans design criteria. The appropriate right of way shall be dedicated to accommodate the right turn lane.

   b. The traffic signal at Pacific Coast Highway and Main Street shall be relocated per City and CalTrans standards.

   c. Walnut Avenue, Main Street and Second Street shall be constructed per Public Works standards.

   d. Driveways shall be 27 feet wide minimum and radius type construction.

e. The parking structure for the condominium units requires two entries/exits unless one entry is determined adequate by a traffic engineer pursuant to Condition No. 2.d.

f. The proposed 27 foot wide commercial alley is adequate until the property to the west dedicates an additional 5 feet.

g. Landscaping (including public right of way) shall be per the Downtown Guidelines and maintained by the developer/ homeowner's association.

h. Street lighting shall be installed per the Downtown Guidelines and the City electrician's requirements.

j. Parking shall be prohibited on Walnut Avenue and Pacific Coast Highway.

j. All utilities located in the alleys and streets to be abandoned shall be removed per the direction of utility companies' representatives.

k. A 12 inch minimum sewer main shall be constructed in Main Street and Walnut Avenue and connect to the County's coast truck sewer at the alley between Main and Third Street.

l. A 12 inch water mains shall be constructed in:

(1) Main Street from the existing 12 inch main in the south side of Pacific Coast Highway to Walnut Avenue.

(2) Walnut Avenue from Main to Second Street, connecting the existing mains in the north/south alleys.

(3) Second Street from Walnut to Pacific Coast Highway.

m. Any on-site water facilities required to be dedicated to the City shall be located in vehicular travelways. The developer/ homeowner's association shall be held responsible for repairing the enhanced pavement, if the water facilities need to be maintained or repaired.

n. All security gate configurations shall include on-site turn-arounds (no backing into the streets) and shall be approved by the Public Works Department, Fire Department and Community Development Department.

5. The applicant shall be responsible for providing 528 parking spaces off-site for the entertainment center, in a parking structure or surface parking within 500 feet from the project in an arrangement approved by the City prior to the issuance of building permits. Such parking structure shall be completed prior to issuance of a Certificate of Occupancy for the theaters.

6. Provide a centralized mail delivery facility which shall be architecturally compatible with the structures.

7. All dwellings on the subject property shall be constructed in compliance with State Acoustical standards set forth for units that are within the 60 CNEL contour of the property.

8. All guest parking spaces shall be designated as such by marking "Guest Parking" on the surface of each stall.

9. Street furniture and other required improvements shall be provided in public plaza areas according to the Downtown Design Guidelines and dedicated to the City of Huntington Beach.

10. A planned sign program shall be submitted to the Design Review Board for review and approval for all signing. Said program shall be approved by the Department of Community Development prior to the first sign request.

11. All building spoils, such as unusable lumber, wire, pipe, and other surplus or unusable material, shall be disposed of at an off-site facility equipped to handle them.

12. Natural gas shall be stubbed in at the locations of cooking facilities, water heaters, and central heating units.

13. Low-volume heads shall be used on all spigots and water faucets.

14. If lighting is included in the parking lot, high-pressure sodium vapor lamps shall be used for energy savings. All outside lighting shall be directed to r vent "spillage" onto adjacent properties.

15. Conditional Use Permit No. 88-7 and Coastal Development F it No. 88-3 shall not become effective until the proposed revisions to the Downtown Specific Plan are approved by City Council and in effect.

CONDITIONS OF APPROVAL - TENTATIVE TRACT 13478:

1. Prior to final recordation of Te tative Tract 13478 the following shall be completed:

   a. CC&R's for the subdivision addressing the conditions herein, Article 915 and Condition 2.d of Conditional Use Permit No. 88-7 shall be reviewed and approved by the City Attorney and Department of Community Development in accordance with Article 915.

b. Legal documents which will provide for restricting the use of common spaces for the designated purpose, as approved on the final development plan, for the residential project, shall be submitted and approved by the Department of Community Development and the City Attorney.

2. The tentative tract map shall be revised to show:

   a. Typical cross section for Pacific Coast Highway and the public alley.

   b. Right of way radii of 25 feet at Pacific Coast Highway and Main and Pacific Coast Highway and Second Street.

   c. Right of way radii of 30 feet at Walnut and Second Street.

   d. A 12 foot wide raised median in Walnut Avenue.

   e. The sidewalk in Second Street is 7 foot wide.

   f. Adjustment in lot lines, if necessary, to be consistent with division between commercial and condominium uses.

3. All Pacific Coast Highway improvements shall meet CalTrans criteria.

4. Vehicular access rights to the streets surrounding the tract shall be dedicated to the City except at approved driveway locations.

5. Tentative Tract No. 13478 shall not become effective until the proposed revisions to the Downtown Specific Plan have been approved by City Council and are in effect.

11.0 ALTERNATIVE ACTION:

The Planning Commission may deny Conditional Use Permit No. 88-7 with special permits, Coastal Development Permit No. 88-3 and Tentative Tract 13478 with findings.

ATTACHMENTS:

Attachments:

1. Area Map
2. Proposed parking structure location map
3. Site plan, floor plans and elevations dated March 25, 1988
4. Memo dated March 25, 1988
5. Staff report dated March 1, 1988

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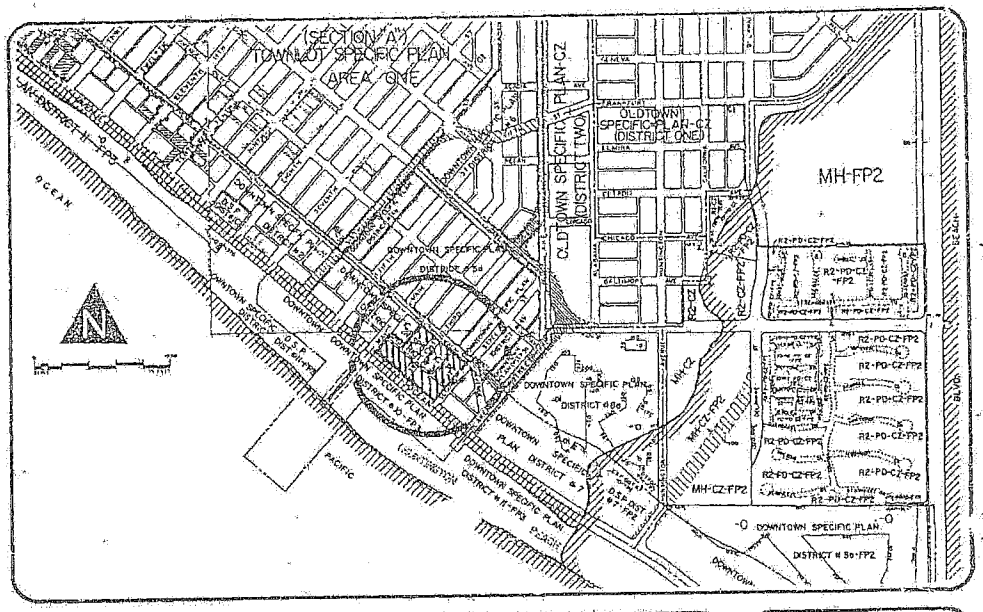

CUP 88-7 WITH SPECIAL PERMITS
CDP 88-3/EA 88-5/TT 13478

HUNTINGTON BEACH PLANNING DIVISION

HUNTINGTON BEACH

ATTACHMENT NO. 12.108

Huntington Beach Department of Community Development

STAFF REPORT

TO: Planning Commission
FROM: Howard Zelefsky, Planning Director
BY: Jane Madera, Associate Planner
DATE: February 25, 1997
SUBJECT: **CONDITIONAL USE PERMIT NO. 90-39 (R)/COASTAL DEVELOPMENT PERMIT NO. 90-30 (R)/TENTATIVE TRACT MAP NO. 14352 (R)/NEGATIVE DECLARATION NO. 96-16 (Plaza Almeria-Third Block West) (CONTINUED FROM FEBRUARY 11, 1997 PLANNING COMMISSION MEETING)**
LOCATION: 301 Main Street (Full block bounded by Main Street, Olive Avenue, 5th Street, and Orange Avenue)

STATEMENT OF ISSUE:

Transmitted for Planning Commission consideration is a request by the Robert Hidey Architects and the City of Huntington Beach Redevelopment Agency to permit a revision to a previously approved plan for development of a mixed use commercial and residential development on a full block bounded by Main Street, Olive Avenue, 5th Street, and Orange Avenue in Downtown Huntington Beach.

The project was continued from the February 11, 1997 Planning Commission meeting to allow the applicant to meet with adjacent residents and other interested parties and address the concerns raised by the Planning Commission The Planning Commission continued the public hearing open to the February 25, 1997 meeting so that residents, applicants, and other interested parties could continue to participate in the public hearing process when the project is reviewed again

The project consists of 15,000 square feet of retail, 15,000 square feet of restaurant, 11,000 square feet of office, and 45 two-story, two-bedroom townhomes with six special permit requests for building height, ground floor setbacks, upper story setbacks, public open space size and location, and residential open space. A one lot subdivision for condominium purposes is also proposed to divide the property for the sale, lease, or finance of airspace. The condo plan includes common parking, landscaping, and public open space as well as establishes commercial, office, and residential lots.

Staff recommends approval of Negative Declaration No. 96-16/Coastal Development Permit No 90-30 (R)/Conditional Use Permit No 90-39 (R) with Special Permits and Tentative Tract Map No. 14352 (R), for the following reasons:

- The project will not be detrimental to the general health, welfare and safety to persons working or living in the area, nor detrimental to the value of the property or improvements in the area.
- The proposed mixed use project will be compatible with the uses and structures on the adjacent surrounding properties.

B-1

ATTACHMENT NO. 12.109

EXHIBIT F

- With the modifications suggested by staff, additional open space will be provided along Main Street, the building elevations will include additional architectural treatment to enhance the aesthetic appearance of the project, creative use of landscaping and textured pavement will create a unique and interesting public open space, and a public art element will be included in the project design.
- With the modifications suggested by staff, the project design will create a character and scale consistent with the pedestrian orientation along 5th Street.
- The proposed mixed use project is consistent with the MV-F6/25-sp-pd (Mixed Use Vertical-2.0 FAR/25 du/acre-specific plan-pedestrian overlay) Land Use designation of the General Plan.
- With the conditions imposed, the special permit requests to exceed maximum building height, encroach into ground floor and upper story setbacks, reduce public open space size and location, and reduce common residential open space will not be materially detrimental to surrounding properties or residents.

RECOMMENDATION:

Motion to:

A. "Approve Negative Declaration No. 96-16 with findings and mitigation measures (Attachment No. 1);"
B. "Approve Coastal Development Permit No. 90-30 (R) with findings (Attachment No. 1);"
C. "Approve Conditional Use Permit No. 90-39 (R) with Special Permits and Tentative Tract Map No. 14352 (R) with findings and suggested conditions of approval (Attachment No. 1)."

ANALYSIS:

As discussed below, there were numerous issues regarding this project raised during the public hearing on February 11, 1997. Both the Planning Commission and members of the public requested additional information and analysis with regards to many issues in this unique mixed-use redevelopment project. The issues raised at the Planning Commission public hearing are further discussed in the Analysis section this report and include the following:

- Comparison of 1991 Approved Project to 1997 Proposed Project
- Why Has the Project Been Revised?
- Ratio of Commercial to Residential Square Footage
- Development Threshold in the Downtown Specific Plan
- Public Improvements and Use of Public Right-of-Way for Open Space
- Townsquare Parking Spaces
- Plaza Almeria Parking
- Parking on Main Street
- Building Height
- Floor Plans and Size of Units
- Private Open Space
- Compatibility-Noise, Odor, Circulation, Refuse Collection, Parking, Security
- Community Meeting
- Applicant's Request to Revise Two Conditions of Approval

Comparison of 1991 Approved Project to 1997 Proposed Project

The City Council approved the Third Block West mixed use development on March 4, 1991. The approved project consisted of 28,000 square feet of commercial development and 68 residential condominiums and included a special permit to allow the transition ramps in the parking garage to exceed the maximum slope allowed. The commercial tenant space was approved on the ground floor facing Main Street and consisted of a 9,500 square foot market and 9,500 square feet of general retail. Office space, totaling 8,000 square feet, was approved on the second floor above the commercial. When the City Council acted on the project on an appeal, the action included a condition of approval to increase the retail space by 1,000 square feet for a total of 28,000 square feet. The residential units were designed as stacked flats above and behind the commercial space. Parking was provided for the project in a subterranean parking garage and included secured parking for the residential units.

The following matrix represents a comparison between the most notable features of the 1991 approved project and the 1997 proposed project:

	1991 Approved Project	1996 Proposed Project
Market	10,000 sq ft	0 sq ft
Commercial	10,000 sq ft	15,000 sq ft
Restaurant	0 sq ft	15,000 sq ft
Office	8,000 sq ft	11,000 sq ft
Total Comm/ Office Sq Ftg.	28,000 sq ft	41,000 sq ft
Number Of Resid. Units	68 units (8, 1-bedroom; 60, 2-bedroom)	45 units (45, 2-bedroom)
Total Resid. Square Ftg.	67,200 sq. ft.	82,940 sq. ft.
Total Project Square Ftg.	95,200 sq ft	123,940 sq ft (28,740 sq ft more than 1991)
Design	Mediterranean	Mediterranean (Spanish village)

	1991 Approved Project	1996 Proposed Project
Parking	132 req'd for retail/office 166 req'd for residential 298 total req'd; 300 provided	Per DTPMP ratios: 171 req'd for retail/restaurant/office 113 req'd for residential (incl guest) 284 total req'd; 276 provided (11 spaces requested to be shared)
Common Open Space Residential	16,800 square feet required 16,906 square feet proposed	20,735 square feet required *15,600 square feet proposed
Private Open Space Residential	Min. 60 sq ft for 1 bedroom units (8 units x 60sf =480 sq ft) Min. 120 sq ft for 2 bedroom units (60 units x 120sf=7,200 sq ft) (480 plus 7,200=**7,680 sq ft Min.** - Actual total private open space N/A)	Min. 120 sq. ft. each (Balconies proposed at min. 120 sf each; Yards vary between 215 and 390 sq ft - Actual total private open space=**10,205 sq ft)**
Public Open Space	4,092 square feet min. required 12,850 square feet proposed	4,092 square feet min. required *3,235 square feet proposed

**Indicates Special Permit Request*

Why Has the Project Been Revised?:

The applicant has proposed this amendment to the original approval of the mixed use project in order to increase the leasable space, redesign the type of residential units, and update the architectural style of the project. The redesigned project includes an overhaul to the exterior architectural facade while maintaining the approved Spanish Village/ Mediterranean concept.

The commercial portion of the project is now designed so that 11,000 square feet of retail and up to 15,000 square feet of restaurant are oriented toward Main Street with 11,000 square feet of office space above on the second floor. An additional 4,000 square feet of retail space faces Olive Avenue on the southwest corner of the site. Parking for the retail and restaurant uses is provided on the ground floor parking garage as well as in a subterranean level of parking. All of the parking is controlled with access gates and will be operated by ticket dispensers at the entrances on Orange and Olive Avenues with a staffed exit gate and ticket booth on Orange Avenue. The only exit for commercial tenants, employees, and customers is the staffed exit on Orange Avenue. Please refer to the "Compatibility" section below for more information on the parking garage exit.

A major impetus of redesigning the project is the recognition of the new demands of the 1997 market place. One example of how the redesign reflects the demands of current retailers is to provide the commercial tenant spaces with greater ceiling heights. The redesigned project will increase commercial tenant space while recognizing there does not appear to be a demand for a market in the downtown area. The applicant contacted numerous specialty market stores and was unsuccessful in securing any interest for a market at the site.

While decreasing the number of residential units from 68 to 45, the units are now all proposed as two bedroom, two story townhomes with common side walls as opposed to the previously approved stacked flats. Thirty-four of the 45 units have access directly from the second story level into the units while the remaining 11 townhomes are designed above the office space on the second floor facing Main Street. The 11 units proposed above the office space also gain access from the second level but the floor plan is designed so that a staircase leads directly to the living space above the offices. The entire residential portion of the project, including the parking, is secured with locked pedestrian and vehicular entrances. Guests or visitors of the residents may only access the residential podium level by a telephone access system at the elevators and staircases.

The overall square footage of the residential units has been increased in order to reflect the anticipated market demand for more spacious units. The residential units range in size from 1,590 to 2,830 square feet and each unit is provided with private yard or balcony area. Additional discussion regarding the unit sizes is provided in the "Floor Plans and Size of Units" section below. Parking for the residents is provided in two secured levels of parking that are accessed from 5th Street and are above the commercial parking. One of the applicant's requests is to share 11 of the 23 required residential guest parking with all of the 11 office parking spaces provided on the commercial level.

Ratio of Commercial to Residential Square Footage:

Consistent with the zoning requirements today, and at the time of project approval, the Downtown Specific Plan allows residential units only in conjunction with commercial uses in order to promote a core of retail development in the downtown area. One of the restrictions imposed on the residential development is that the square footage of residential uses may not exceed more than 50% of the square footage devoted to commercial uses. However, the project was approved in 1991 with the residential square footage in excess of the commercial square footage as the result of two key factors. First, when the project was presented to the Planning Commission in 1990, it included a 200 space City parking level that was counted as commercial square footage. Therefore, the residential and commercial square footage balanced on the site. When the project was presented to the City Council on appeal, the City had eliminated the 200 space City parking level. In order to balance the overall square footage of residential to commercial, the City Council decided that the ratio of commercial to residential could be achieved on a district wide basis. The required 1:1 ratio of commercial to residential square footage was met by considering all existing uses and all projected uses within the entire District 5. The analysis included the statement that the methodology would not restrict other applicants within the District from applying for mixed use projects as allowed by Code. It should be noted that this methodology of allowing commercial to residential square footage ratios was challenged and upheld in a subsequent court decision. Litigation confirmed that the City Council's decision to analyze square footage on a district wide basis was legitimate.

The revised project also proposes residential square footage that exceeds 50% of the commercial square footage. In concert with the 1991 approved project and the subsequent decision upheld in court, staff has analyzed the proposed project on a district wide basis. Analyzing the project using this methodology demonstrates that residential square footage in District 5 does not exceed 50% of commercial square footage in all of District 5. With the inclusion of the proposed 41,000 square feet of commercial and 82,940 square feet of residential for the Plaza Almeria project, District 5 currently supports approximately 196,773 square feet of commercial square feet and 164,464 square feet of residential square feet. These numbers for all of District 5 are staff's best estimates and were determined by a combination of a review of building permit records, a field survey, and estimates of square footage from aerial photographs. It should be noted that this method of computing commercial to residential square feet may only be applied to the Plaza Almeria project. While not excluding other projects from proposing mixed use development, this methodology also does not "use up" all the available residential square feet in the District. A finding for approval of the project to exceed the 1:1 ratio of residential to commercial has been included in Attachment No. 1.

The Planning Commission raised the issue of whether this project is being granted a density bonus and whether there are any other projects in the City that are constructed at a similar density. This project does not include a density bonus. Density bonuses are defined as an increase in the number of residential units on a site in return for providing affordable housing. The density, or number of residential units allowed on this site is based on the size of the parcel. The current density limits the number of units on this 1.88 acre site to 25 units per acre; therefore 47 units are permitted and 45 units are proposed, the Plaza Almeria project falls below the allowable density at about 23 units per acre. There are numerous other projects within the City that are constructed at this proposed density. Since this revised project proposes 45 units, there is no need for the applicant to request a density bonus.

Development Threshold-Downtown Specific Plan:

Questions were raised by both the public and the Planning Commission regarding the overall development threshold (total square footage) for Downtown, the restaurant threshold, and a "restaurant study". First it is important to provide some history regarding the suggested development thresholds for the Downtown core along Main Street. In June 1995, the revisions and the update to the Downtown Specific Plan (DTSP) commonly referred to as the "Village Concept" became effective. As part of the revisions, a shared parking concept was prepared for the core area of Main St. (see Attachment No. 2). The shared parking concept is commonly referred to as the Downtown Parking Master Plan (DTPMP).

The DTPMP has suggested maximum development thresholds per use to ensure the proper mix of uses and the proper function of the shared parking concept. The maximum development threshold is 500,000 sq. ft. Within this threshold are suggested square footage thresholds for commercial/retail at a threshold of 250,000 square feet, an office threshold of 100,000 square feet, a restaurant threshold of 100,000 square feet, and a miscellaneous threshold of 50,000 square feet. These suggested thresholds were established to ensure that the shared parking concept would function properly based upon the proper mix of uses.

One important factor of the DTPMP is the ability to shift square footage between land use categories. This allows the city to work within the overall development threshold of 500,000 sq. ft. The city needs to be aware that the balance that has been established by the thresholds for each land use category is very important to the ability of the shared parking concept to work and function properly. Continued monitoring of the land uses and development activity is key to the success of the DTPMP.

The following comparison chart indicates the threshold totals for the 1996 Annual Review of the DTPMP and the inclusion of the square footage of the proposed project:

1996 DTPMP Annual Review (Occupied Totals)		1997 DTPMP with Plaza Almeria (Third Block West)	DTPMP Threshold
Restaurant	78,900 sq. ft	(+15,000) 93,900 sq. ft.	100,000 sq. ft.
Retail	122,400 sq. ft.	(+15,000) 137,400 sq. ft.	250,000 sq. ft.
Office	97,200 sq. ft.	(+11,000) 108,200 sq. ft.	100,000 sq. ft.
Miscellaneous	52,400 sq. ft.	52,400 sq. ft.	50,000 sq. ft.
TOTALS	**350,900 SQ. FT.**	**391,900 SQ. FT.**	**500,000 SQ. FT.**

The 1996 square footage totals used in the annual review of the DTPMP includes occupancy levels of existing buildings and their associated square footage. The 1997 totals reflect the new mix of uses proposed for Plaza Almeria and the revised totals for the DTPMP. The net increase of square footage proposed and existing is well beneath the 500,000 sq. ft. threshold established by the DTPMP.

Public Improvements and Use of Public Right-of-Way for Open Space:

The applicant proposes to make substantial public improvements on all four sides of the Plaza Almeria project. As described in Special Permit No.'s 4 and 5 in Attachment No. 6, the majority of public open space is designed within the public right-of-way. There are two issues in regards to the public improvements; first how the proposed paving, landscaping, lighting, and sidewalk improvements comply with the approved plans for street improvements in the Downtown, and second, how the City assures that the property owner is responsible for maintaining all special improvements within the public right-of-way. The proposed landscaping and pavement improvements do not match the existing approved plans for Main Street. In order for the developer to proceed with the proposed plans, the City Council will need to take action to permit the deviation similar to the approval action taken for the Oceanview Promenade improvements on the northwest corner of Main Street and Pacific Coast Highway. Since most of the open air commercial activity takes place within the public right-of-way and the improvements will not be consistent with the existing approved plan, the property owner will be required to enter into a License and Maintenance agreement with the City. The license agreement will include requirements for insurance to hold the City harmless and contain specific details to ensure that the property owner permanently maintains the public right-of-way immediately adjacent to the project. It should be noted that all outdoor dining will be subject to separate conditional use permit approval. If approved, the outdoor dining permits will also contain provisions to require license and lease agreements with the operators.

Townsquare Parking:

The 1991 approval of the mixed use project included a condition of approval to provide 18 parking spaces for the adjacent Townsquare mixed use project within the Plaza Almeria project. However, the Redevelopment Agency is now requesting that the requirement for Townsquare parking be deleted entirely from the Plaza Almeria conditions of approval. Since the 18 spaces is no longer proposed at this site but are still required as a condition of approval on Townsquare, the Agency has three options to comply with this previous condition as follows:

Prior to Certificate Of Occupancy for Plaza Almeria, the following shall be completed:

1. The 18 parking spaces previously required on this site for the Townsquare project shall be provided at an off-site location,

2. The 18 parking spaces shall be satisfied by payment of an in-lieu parking fee subject to review and approval by the Planning Commission through the conditional use permit process,

3. An entitlement plan amendment to delete or revise the condition of approval on the Townsquare project shall be applied for to the Planning Commission.

Plaza Almeria Parking

An inquiry was made at the Planning Commission meeting requesting staff to explain the parking ratios used for the Plaza Almeria retail, restaurant, and office parking. Parking for the mixed use project was calculated using the shared parking ratios as approved in the Downtown Parking Master Plan. Parking is provided for residential and commercial uses within the subterranean and above ground parking structure with 11 spaces for residential guest and office parking being shared. A total of 284 parking spaces are required and the project is proposed with 276 parking spaces. Staff received a letter from the applicant on February 6, 1997 that stated while not proposed at this time, parking has been provided within the site to support up to 15,000 square feet of restaurant. Since staff has not had an opportunity to analyze any restaurant uses on the site, a condition of approval has been added to require all future restaurant, outdoor dining, and alcohol uses to apply for separate conditional use permits subject to review and approval of the Planning Commission. (See Condition of Approval No.'s 3, 4, and 5). By requesting to share the office parking spaces with residential guest parking spaces, all uses, including future restaurant uses, will be parked on-site. Staff supports the request to share 11 of the required 23 residential guest parking spaces because office uses and visitors to the residents typically arrive at different times. The 11 shared spaces plus 2 guest parking spaces (that are not shared) will be provided on the commercial level of parking with access from both Olive Avenue and Orange Avenue. The remainder of the required guest parking spaces (10 spaces) are provided within the secured residential parking levels with access from 5th Street. A visitor to the residential site will access the secured parking level by utilizing a telephone entry system. It is expected that peak operating hours for office uses will occur during the daytime while the majority of residential guests will arrive during the evening hours. The proposal to share guest with office spaces is a compatible use of parking at the site.

In conformance with the Downtown Specific Plan staff has included a condition of approval to require the applicant to submit a Parking Management Plan prior to issuance of building permits. The Parking Management Plan shall include a policy for employees to park on site and a validation program that matches the validation offered at the City parking structure. The Plan shall also provide for a minimum of two (2) of the residential parking spaces to be assigned to each of the 45 residential units. The parking spaces shall be designated by unit on the condominium plan. The Parking Management Plan shall be included in the CC & R's for the project and shall be distributed to all buyers and tenants of the site.

Parking On Main Street:

The proposed project includes substantial improvements within the public right-of-way. The applicant is requesting to relocate all of the existing parking spaces on Main Street to 90 degree parking on 5th Street. The applicant then intends to provide paving and landscaping improvements within the public right-of-way in the location of the parking stalls. The improvements are proposed in a similar fashion to the wide sidewalks and outdoor dining areas that are provided further south on Main Street in the first and second blocks. A total of 44 parking spaces currently exist on all four sides of the project. In order to maintain the 44 parking spaces and suffer no net loss of parking or parking meter revenue with the removal of stalls on Main Street, the applicant is proposing to restripe Olive and Orange Avenues as well.

The 90 degree parking on the east side of 5th Street will be compatible with the existing angled parking on the west side of 5th Street because the proper back-up space for all stalls can be provided and the design of the project will function more like a parking lot than a street. 5th Street currently dead ends into the Townsquare project on the north side of Orange Avenue and is not a heavily traveled street for through traffic. The City's Traffic Engineer has analyzed the proposed 90 degree parking and preliminary approved the concept as no adverse traffic impacts are anticipated. The final design and al restriping of parking within the public right-of-way shall be subject to review and approval of the City's Traffic Engineer. As the code requires, all of the restriped parking stalls within the public right-of-way will be required to be full size stalls and to meet the proper back-up space. It should be noted that the 90 degree parking along 5th Street can serve as a prototype to restripe and generate additional parking spaces if the remaining blocks to the south are restriped for 90 degree parking.

Some members of the public were concerned with loss of parking on the west side of Main Street and the potential impacts the loss will have for businesses on the east side of Main Street. Staff supports the relocation of parking from Main Street to the other sides of the project because no net loss of parking spaces will occur and the project is constructing code required parking (with a request to share 11 of the residential guest spaces with office spaces). Staff supports the proposed design of relocating the Main Street parking to 5th Street because it affords a greater opportunity to create a large pedestrian oriented plaza in front of the Plaza Almeria project. By constructing public improvements where the parking spaces are currently located, any future proposed outdoor dining can be established against the building wall of the restaurant and pedestrians will still be provided with a substantial path through the plaza area. It is ideal to locate the outdoor dining immediately adjacent to the building wall so that servers and diners are not in constant conflict and all activity can be centralized and controlled in several designated areas. The greater public plaza area can accomplish this goal in design of the open air activities.

Building Height:

Both the Planning Commission and some members of the public requested additional information regarding the proposed height of Plaza Almeria. The residential portion of the proposed structure is four stories above grade. However, the height of the building varies from its highest point along Main Street to the lowest point along 5th Street. Maximum building height in the downtown area is established by measuring from the sidewalk surrounding the property to a midpoint of the highest roof slope. The height of the building is 54 feet to midpoint of the roof of the residential units above the office space on Main Street, 41 feet, 6 inches to the midpoint of the roof of the units on the remainder of the site, and 64 feet to the top of the architectural (tower) element along Main Street. As demonstrated in the chart below, the proposed building height with a request for special permit to exceed maximum height in only a few areas along Main Street is compatible with other surrounding projects. The following comparison shows building heights for other multi-story projects in the immediate vicinity and additional discussion regarding height is provided under Special Permit No. 1 in Attachment No. 2.

A) Plaza Almeria
- 54 feet to midpoint of roof of highest roof (units facing Main Street)
- 41 ft, 6 in. to midpoint of roof of units on remainder of site
- 64 feet to peak of highest peak of the tower (Main Street only)

B) Town Square
- 38 feet to the midpoint of the highest roof
- 43 feet to the top of the highest peak of the roof

C) Second Block Parking Structure
- 35 feet to the midpoint of the highest roof
- 45 feet to the midpoint of the towers
- 60 feet to the top of the highest peak of the towers

D) Pierside Pavilion
- 63.5 feet to the midpoint of the highest roof
- 71 feet to the top of the highest peak of the roof
- 84.5 feet to the top of the highest tower

E) Oceanview Promenade (Abdelmuti Project)
- 67 feet to the highest peak of the fourth floor
- 85 feet to the top of the highest peak of the clock tower

F) Team Building (Starbuck's)
- 30 feet to the highest peak of the second floor
- 39 feet to highest peak of the second floor glass tower

An issue was raised at the Planning Commission meeting on February 11, 1997 with regards to the Village Concept of the Downtown Master Plan. It was questioned whether the Village Concept was designed to require all buildings to step down from the focal elements of the buildings located at the corners of Main Street and Pacific Coast Highway. Staff has concluded that the Village Concept did include provisions to encourage a greater building height at the entryway to the Downtown from Pacific Coast Highway but the buildings were not required to gradually reduce in height block by block when moving north along Main Street.

It is also important to note that the previous project was approved at a greater height than currently permitted in the Downtown Specific Plan. Before the Specific Plan was revised in June, 1995, this District allowed a six (6) story building height and the project was approved with five (5) stories and 58 feet to the highest peak of the structure.

Floor Plans/Size of Units:

One of the clarification requested at the recent Planning Commission meeting was an explanation of why the floor plans of the residential units are proposed between 1,590 square feet and 2,830 square feet and yet contain only two bedrooms. The concern is that the project layout may lend itself to conversion to additional bedrooms after project completion. The applicant has explained that the units proposed over the office tenant spaces facing Main Street are the larger units and contain an entry vestibule and storage area on the first level of approximately 400-500 square feet. The entry foyer leads directly up stairs to the living area on two levels above the office space. Because of the unique design of the units, some of the two bedroom units are quite large. The applicant has stated that no plumbing is provided into the foyer and the storage area is mostly contained beneath the stair case leading to the upper levels. (See Attachment No. 4).

Private Open Space:

As discussed in the Staff Report dated February 11, 1997, the applicant is requesting a special permit for a reduction in Common Residential Open Space. In the previous analysis, staff stated their support for a approval of the special permit was based on two factors. First, a recommended condition of approval to provide a variety of amenities for resident's use within the common residential area will increase the attractiveness and usability of the common area. The second reason to support the special permit is that the private open space provided for the project is approximately double the minimum private open space requirement. An inquiry at the Planning Commission requested more information on the sizes of the private open space areas. There are basically two types of private open space areas at the site; one is the balconies that are designed on the perimeter units and the other is the yard areas that are provided on the podium level for the interior units. Each two bedroom residential unit is required to be provided with a minimum of 120 square feet of private open space. The perimeter units have balconies that are all approximately 120 square feet each. The developer is able to provide almost double the total amount of private open space necessary for the units because the yard areas for the interior units vary between 215 square feet at the smallest yard and 390 square feet at the largest yard. (Please refer to the full size set of plans that has been included with the Planning Commission's packet).

Compatibility-Noise, Odor, Circulation, Refuse Collection, Parking, Security:

Noise and Odor

Compatibility between residential and the commercial/office uses is a major concern within a mixed use project. It is important to design the project so that noise, odor, traffic, refuse collection, parking, and security, etc., impacts are mitigated to the greatest extent possible. Through the joint efforts of the property owner, the architect, and City staff, Plaza Almeria has been continually revised and redesigned in order to achieve the best possible design to be compatible with the residential and commercial components of the project. Two of the recommended mitigation measures of Negative Declaration No. 96-16 are intended to minimize conflicts between the residential and commercial aspects of the project. One mitigation measure requires all restaurant ventilation and mechanical shafts to be no lower than the highest residential roof in order to separate potential odor sources as much as possible from the residents. Another mitigation measure requires that an acoustical engineer submit a report analyzing trash chutes, ventilation shafts, trash pick-up methods and routes, to mitigate all noise sources to the maximum extent possible. Through the mitigation measure, the property owner will be required to demonstrate the results and recommendations of the noise study prior to submittal of any building permits.

The types of commercial uses proposed within the mixed use project is also a concern to staff due to the close proximity to residential uses. In order to minimize potential impacts to the residential units staff recommends a condition of approval limiting the types of uses that will be allowed on the second floor where the office is currently designed. Since the Downtown Specific Plan does allow some commercial uses on second floors as long as parking can be met, staff recommends a condition of approval to prohibit noise generating uses, such as, restaurants and live entertainment on the second floor. In addition, staff recommends that a disclosure regarding the mixed use nature of the project be provided in the CC & R's. All potential residents should be required to sign a waiver or disclosure form that it is understood that Plaza Almeria is a mixed use project and that uses such as, restaurant, live entertainment, and alcohol sales, etc. may be established on the ground floor of the building.

It is a code requirement to design all aspects of the residential portion of a mixed use project so that the pedestrian and vehicular access to the site is secured. To this end, the applicant has included a separate residential parking garage with its own entrance and all pedestrian access points will be secured by locked gates, elevators, and staircases. Staff has determined, however, that the security of the residential access off of 5th Street should be improved to provide total security on both the entrance and exit to the site. A suggested condition of approval to redesign the residential gate has been included in this report.

Circulation

An inquiry raised at the Planning Commission meeting requested additional information on the compatibility between the vehicle exit from the parking structure on Orange Avenue and the adjacent Townsquare residential project. One comment made during the public hearing indicated that Orange Avenue is a residential street. In actuality, Orange Avenue is designated as an Arterial in the Master Plan of Streets and Highways and is intended to serve more traffic and vehicle trips than a local residential street. The proposed exit from the parking structure onto Orange Avenue is compatible with the adjacent uses on the north side of Orange Avenue because directly across from the proposed exit is an existing retail bicycle store. Some members of the public were concerned that headlights from vehicles exiting Plaza

Almeria would shine into the townhomes at Townsquare. In order to determine where headlights from the exit will shine, staff measured the distance from the edge of Main Street to the Plaza Almeria exit and the distance from the edge of Main to the existing alley between Main Street and the closest residential property at Townsquare. The center of the proposed exit is 132.0 feet from the Main Street right-of-way. The eastern edge of the existing alley between the rear of the bike store and the Townsquare property line is 132.5 feet from the Main Street right-of-way. The result is that vehicles will be exiting the Plaza Almeria project on the east side (or exit side) of the proposed driveway and any headlights will shine either onto the bicycle store building or directly into the alley behind the store. No headlights are anticipated to shine into the Townsquare project because the Townsquare project is located further to the west of the proposed project. In fact, the entrance into the townhomes at Townsquare lines up with 5th Street.

Refuse Collection

As required by code, the residential and commercial tenants will be provided with separate refuse facilities to meet their needs. The residents will be able to send their trash to one of four collection points via trash chutes provided on the first level of residential units. The second floor office tenants will dispose of refuse in the same manner; via chutes to the main level parking garage. The ground floor tenants will access the refuse bins via an exit corridor at the rear of the commercial and restaurant suites. After collection in trash rooms on the main parking level and the first level of secured residential parking, Rainbow Disposal will roll the bins out into the street where the trash will be deposited in a waiting trash truck. The City has received a letter from Rainbow Disposal that the proposed method of trash collection and the number of bins provided for the project appear to be adequate at this time. Although expressly stated in Rainbow's letter, the applicant has indicated that Rainbow prefers to roll the bins into the right-of-way rather than entering the parking structure for pick-up. In order to be sure that the trash trucks can be accommodated on the street without serving as a impediment to traffic it is recommended that the project be conditioned to provide a loading/unloading area on Olive Avenue at the south east corner of the site. This recommended condition of approval ties into the condition to pursue relocation of the bus stop on Orange Avenue to the east side of Main Street, north of Orange Avenue. As stated in that recommendation, if the relocation of the bus stop is not successful, the loading/unloading area shall be located on Olive Avenue. Rainbow will need to conduct a second review and approval of the proposal prior to finalization of the design.

Deliveries/Loading

Deliveries to the retail, restaurant, and office tenants are proposed to occur at a designated loading area on Orange Avenue at the northwest corner of the site. This area is currently designated as a bus stop, however, the conditions of approval include a requirement to pursue relocating the bus stop to the east side of Main Street just north of Orange Avenue. If the applicant is unsuccessful in relocating the bus stop, an alternate loading/delivery location shall be subject to review and approval by the Community Development Director and if necessary, by the Planning Commission. As discussed above, Orange

Avenue is designated as an Arterial and can support the delivery location proposed at the northeast corner of the site. Staff does not anticipate conflicts between the delivery area and the Townsquare project because the delivery area is proposed directly across the street from the existing retail bicycle store on the north side of Orange Avenue. A turnout area will be constructed for the delivery location so that delivery activities do not conflict with traffic on Orange Avenue.

Community Meeting:

The developer of the project, JT Development Co., invited surrounding residents, property owners, Planning Commissioners, City Council Members, and City staff to a community meeting on Tuesday, February 18, 1997. The meeting was held at the Huntington Beach Art Center from 6:00 PM to 8:00 PM. The developer introduced the project, explained the history of the site, and described the proposed 41,000 square foot commercial and 45 residential unit project. Using the plans that have been submitted for staff and Planning Commission review, as well as numerous perspectives and sample landscape and architectural design boards, the developer then fielded questions from the audience. At the request of City staff, JT Development submitted a summary of the proposed meeting for inclusion in this staff report (see Attachment No. 5).

Applicant's Request to Revise Two Conditions of Approval:

At the February 11, 1997 Planning Commission meeting the applicant's requested revisions to two conditions of approval regarding the Main Street setback and the maximum height of the parking structure on the 5th Street side of the project. Staff originally recommended in Conditions of Approval No. 1.c. and 1.e. that the plans be revised so that all structures more than 42 inches in height will be setback a minimum of six (6) feet from the property line on Main Street and that the maximum height of the top plate of the parking garage on 5th Street be no more than 15 feet from the top of the sidewalk. These conditions of approval were intended to increase public open space on Main Street and encourage the pedestrian character and scale on both Main Street and 5th Street. The applicant's request to amend the minimum six (6) foot setback on Main because they would like to have some of the architectural elements of the building such as the tower and the two cylindrical elements at the corners be able to encroach into the setback and be constructed at the property line. In discussing this issue with the applicant, staff has amended Condition of Approval No. 1.c. in Attachment No. 1 so that all structures with the exception of architectural features of the building would need to be setback a minimum of six (6) feet.

The applicant's have stated that the maximum fifteen (15) foot height restriction for the parking garage on 5th Street will prohibit them from providing adequate ceiling heights for the commercial tenants on Main Street because the top level of the garage and the top level of the retail space must be identical for construction purposes. Staff is concerned that the height of the parking structure will be too massive and plain in design and will not encourage or emulate the desired pedestrian character and scale of 5th Street. As a compromise to meeting both the applicant's desire for greater ceiling height and staff's desire to improve the aesthetic appearance of the 5th Street elevation, staff has amended Condition of Approval

No. 1.e. so that the 18 foot height may be achieved but only if the elevations are redesigned so that additional character and features are added to the building facade to create a pedestrian scale and reduce the vertical mass of the structure. The condition states the 18 foot height and additional architectural elements shall be subject to review and approval by the Community Development Director. Pursuant to the condition of approval recommended by the Design Review Board (DRB) the revised plans will also be reviewed by DRB prior to submittal for building permits.

Please note that one additional condition of approval has been added since the February 11, 1997 Planning Commission public hearing. Condition of Approval No. 14.m. requires that any model home and sales office complex be reviewed and approved by the Zoning Administrator through the Temporary Use Permit (TUP) process. The TUP allows staff and the Zoning Administrator to analyze parking, signage, aesthetics, and emergency access to the model homes since the remainder of the units are usually still under construction when marketing and sales of the project begins. Also, Condition of Approval No. 17.a. has been amended to prohibit to noise generating uses such as restaurants and live entertainment on the second floor in order to ensure compatibility between commercial and residential uses.

All amendments to the conditions of approval that were distributed at the February 11, 1997, Planning Commission meeting have been highlighted in bold type in Attachment No. 1.

SUMMARY:

Staff recommends approval of Negative Declaration No. 96-16/Coastal Development Permit No. 90-30 (R)/Conditional Use Permit No. 90-39 (R) with Special Permits and Tentative Tract Map No. 14352 (R), for the mixed use Plaza Almeria for project the following reasons:

- The project will not be detrimental to the general health, welfare and safety to persons working or living in the area, nor detrimental to the value of the property or improvements in the area.
- The proposed mixed use project will be compatible with the uses and structures on the adjacent surrounding properties.
- With the modifications suggested by staff, additional open space will be provided along Main Street, the building elevations will include additional architectural treatment to enhance the aesthetic appearance of the project, creative use of landscaping and textured pavement will create a unique and interesting public open space, and a public art element will be included in the project design.
- With the modifications suggested by staff, the project design will create a character and scale consistent with the pedestrian orientation along 5th Street.
- The proposed mixed use project is consistent with the MV-F6/25-sp-pd (Mixed Use Vertical-2.0 FAR/25 du/acre-specific plan-pedestrian overlay Land Use designation of the General Plan.
- With the conditions imposed, the special permit requests to exceed maximum building height, encroach into ground floor and upper story setbacks, reduce public open space size and location, and reduce common residential open space will not be materially detrimental to surrounding properties or residents.

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

A. Deny Conditional Use Permit No. 90-39 (R) with Special Permits/Coastal Development Permit No. 90-30(R)/ Tentative Tract Map No. 14352 (R)/Negative Declaration No. 96-16 with findings for denial.

B. Continue Conditional Use Permit No. 90-39 (R) with Special Permits/Coastal Development Permit No. 90-30(R)/ Tentative Tract Map No. 14352 (R)/Negative Declaration No. 96-16 and direct staff accordingly.

ATTACHMENTS:

1. Findings and Suggested Conditions of Approval
2. Downtown Parking Master Plan (DTPMP) Area Map
3. Letter from Michael C. Adams Associates dated February 14, 1997
4. Typical Floor Plan/Furnishing Illustration
5. Summary of February 18, 1997 Community Meeting from Mike Roberts, JT Development Co.
6. Planning Commission Staff Report dated February 11, 1997

SH:JM:kjl

CALIFORNIA COASTAL COMMISSION
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
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Item Tu7f

Filed:	3/28/01
49th Day:	5/16/01
180th Day:	9/24/01
Staff:	CP-LB
Staff Report:	7/24/01
Hearing Date:	August 7, 2001
Commission Action:	

STAFF REPORT: APPEAL
DE NOVO COASTAL DEVELOPMENT PERMIT

LOCAL GOVERNMENT: City of Long Beach

LOCAL DECISION: Approval with Conditions

APPEAL NUMBER: A-5-LOB-01-111

APPLICANT: Genesis Real Estate Group (Gordon Ip)

AGENTS: George Medak & Mel Nutter

PROJECT LOCATION: 350 E. Ocean Boulevard, City of Long Beach, Los Angeles Co.

PROJECT DESCRIPTION: Construction of two 18-story, 278-unit residential condominium towers (total of 556 units) above a three-level parking garage with 1,008 parking spaces. Includes use of Victory Park and vacation of portions of the Elm Avenue, Marine Way and Seaside Way public rights-of-way.

APPELLANTS: James Mewes, Dennis Apodaca and Donald Snow

SUMMARY OF STAFF RECOMMENDATION

At a public hearing on May 7, 2001, the Commission determined that **a substantial issue exists** with respect to the local government's approval of the proposed development on the grounds that the approved development does not conform to the standards set forth in the City of Long Beach certified Local Coastal Program (LCP). The substantial issues involve the provision of adequate on-site parking, protection of public access and views through the site, and protection of Victory Park for public recreation.

Staff recommends that the Commission, after a public hearing, **approve a de novo coastal development permit** for the proposed development with special conditions to: ensure the provision of adequate on-site parking for residents and guests, protect Victory Park for public recreation, protect public access and public views through the site from Ocean Boulevard, and require the construction of a public pedestrian bridge or the payment to the City of an in lieu fee to extend the east/west walkway from the proposed project to the adjacent blufftop properties. The applicant is in agreement with the staff recommendation.

ATTACHMENT NO. 12.125

EXHIBIT G

SUBSTANTIVE FILE DOCUMENTS:

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. City of Long Beach Local Coastal Development Permit No. 0012-20.
3. City of Long Beach Resolution of Intention to Vacate portions of Elm Way, Marine Way and Seaside Way, 4/17/2001.
4. City of Long Beach Vesting Tentative Tract Map No. 53405.
5. Residential Parking Demand Study, by Kaku Associates Inc., June 2001.
6. Appeal/Coastal Development Permit No. A-5-LOB-99-135 (100 E. Ocean Blvd.).
7. Long Beach LCP Amendment No. 1-99, August 1999.

STAFF NOTE:

The action currently before the Commission is the de novo portion of an appeal of a local coastal development permit for development located within the jurisdiction of the certified Long Beach Local Coastal Program (LCP). The Commission's standard of review for the proposed development is the certified Long Beach LCP.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution to **APPROVE** the coastal development permit application with special conditions:

MOTION

"I move that the Commission approve with special conditions Coastal Development Permit A5-LOB-01-111 per the staff recommendation as set forth below."

Staff recommends a **YES** vote which would result in the adoption of the following resolution and findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

I. Resolution: Approval with Conditions

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the City of Long Beach Local Coastal Program. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the

environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

1. Permit Compliance

Coastal Development Permit A-5-LOB-01-111 permits 556 residential condominium units within two 18-story structures with a total of 1,008 on-site parking spaces located in a three-level parking garage located entirely below the grade of Ocean Boulevard. Any proposed change in the number of units, change in use, change in public accessways or view corridors, change in the on-site parking supply, or other deviation from the approved plans shall be submitted for review by the Executive Director to determine whether an amendment to this coastal development permit is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations. If the Executive Director determines that an amendment is necessary, no changes shall be made until the permit is amended by the Commission and issued by the Executive Director.

2. Parking Management

The applicant shall provide and maintain 1,008 on-site parking spaces in a three-level parking garage located entirely below the grade of Ocean Boulevard. These parking spaces shall be managed as follows:

A) As proposed by the applicant, and required by City of Long Beach Case No. 0012-20, a 120-space section of the parking garage shall be reserved for the use of the general public, including guests of the persons who live in the proposed development. None of these 120 parking spaces shall be sold or reserved for anyone other than the general public (except for handicapped spaces which are reserved for use by non-resident handicapped persons only). These 120 parking spaces shall be identified with signage.

B) The applicant shall provide and maintain the remaining 888 parking spaces for the exclusive use of the persons who live in the proposed development. Parking for handicapped residents shall be provided within the 888-space residence parking supply. The 888 spaces shall be managed as a common pool of shared parking, with no parking spaces sold or reserved except as provided below:

1. A maximum of one parking space per unit may be sold (or reserved) for the exclusive use of the person(s) who reside in each one-bedroom unit (297 units/297 parking spaces). The resident(s) of a one-bedroom unit may not have exclusive use of more than one parking space.

2. A maximum of two parking spaces per unit may be sold (or reserved) for the exclusive use of the person(s) who reside in each unit larger than one-bedroom, including one-bedroom units with studies (259 units/518 parking spaces). The resident(s) of units larger than one-bedroom, including one-bedroom units with studies, may not have exclusive use of more than two parking spaces.

3. The remainder of the 888 parking spaces (those not owned or reserved by residents) shall be managed as a common pool of shared parking for: residents who have opted not to purchase or otherwise reserve a parking space, residents in need of more than the maximum one or two parking spaces allocated by items in Section 2.B.1 and 2.B.2 above, residents' guests, and employees of the proposed development.

C) The applicant shall keep a parking space inventory on the premises, available for public review, which accounts for each parking space in the garage. This list shall specify which parking spaces have been sold or reserved and to which unit they belong in the proposed project. In no case shall the residents of a single unit reserve more than the maximum one or two parking spaces allocated by items in Section 2.B.1 and 2.B.2 above.

D) **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall execute and record a deed restriction in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition. The deed restriction shall include a legal description of the applicant's entire parcel. The deed restriction shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens that the Executive Director determines may affect the enforceability of the restriction. The deed restriction shall not be removed or changed without a Commission approved amendment to this coastal development permit.

3. Victory Park

A) The proposed condominium towers and all proposed private improvements, except for underground parking located entirely below the elevation of Ocean Boulevard, shall be set back a minimum of eighty feet (80') from the current southern curbline of Ocean Boulevard. Encroachments onto or over any portion of Victory Park are prohibited unless specifically permitted by a coastal development permit. Prohibited encroachments include, but are not limited to: gates, fences, walls, signs, tables, chairs, displays, merchandise racks, and roof overhangs. Public benches are permitted and encouraged.

B) The proposed Victory Park improvements shall be constructed concurrent with, the construction of the proposed condominium units. The proposed Victory Park improvements shall be completed, verified by the City as being in compliance with the Victory Park guidelines, and open for use by the general public, prior to occupancy of the proposed residential units. Subsequent to the completion of the proposed improvements to Victory Park, the permittee, its agents, managers, and sublessees shall not block or interfere with public access to and use of Victory Park at any time.

4. Public Access and Views

A) The applicant shall provide and maintain the following Ocean Boulevard level public accessways on the project site, for the life of the project:

1. A twenty-foot (20') wide north-south public walkway along the Hart Place right-of-way, connecting the Ocean Boulevard sidewalk to the Ocean Boulevard level public promenade proposed to run the length of the southern edge of the project (as shown on Exhibit #5 of the 7/24/01 staff report). This twenty-foot wide north-south public walkway is a view corridor. No structures over 42 inches in height or parking areas shall be placed in the view corridor. Landscaping shall be maintained so as not to exceed 42 inches in height within the view corridor.

2. A forty-foot (40') wide north-south public walkway along the Elm Way right-of-way, connecting the Ocean Boulevard sidewalk to the Ocean Boulevard level public promenade proposed to run the length of the southern edge of

the project (as shown on Exhibit #5 of the 7/24/01 staff report). This forty-foot wide north-south public walkway is a view corridor. No structures over 42 inches in height or parking areas shall be placed in the view corridor. Landscaping shall be maintained so as not to exceed 42 inches in height within the view corridor.

3. A twenty-foot (20') wide east-west Ocean Boulevard level public promenade running the length of the southern edge of the project from the Hart Place walkway to the public stairway which descends to the Linden Avenue sidewalk (as shown on Exhibit #5 of the 7/24/01 staff report).

B) The permittee, its agents, managers, and sublessees shall not block or interfere with public access to and along the public accessways described in this condition. Encroachments onto or over these public accessways and view corridors are prohibited unless specifically permitted by a coastal development permit. Prohibited encroachments include, but are not limited to: works of art, gates, fences, walls, above-grade signs, tables, chairs and displays. Public benches are permitted. Plaques, at least two square feet in area, shall be placed within the paving (on ground level) of each public accessway at: each end of the east-west public promenade and on each north-south accessway where they abut the Ocean Boulevard sidewalk. The plaques shall state "Public Accessway" with clearly visible text using letters at least two inches high. The public accessways shall be completed, and open for use by the general public, prior to occupancy of the proposed residential units. The applicant shall maintain the approved development consistent with the requirements of this condition.

C) **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall execute and record a deed restriction in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition. The deed restriction shall include a legal description of the applicant's entire parcel and an exhibit showing the public accessways and view corridors (Exhibit #5 of the 7/24/01 staff report). The deed restriction shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens that the Executive Director determines may affect the enforceability of the restriction. The deed restriction shall not be removed or changed without a Commission approved amendment to this coastal development permit.

5. Pedestrian Bridge

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall provide the either of the following (A or B) for the review and approval of the Executive Director:

A) Written evidence that the applicant has submitted its payment of an in lieu fee to the City account dedicated for the construction of public pedestrian bridges over Hart

Place and Linden Avenue. The amount of the in lieu fee shall be equivalent to one-half of the cost of the two public pedestrian bridges across Hart Place and Linden Avenue to join the promenade to the adjoining properties (Harbor Place and Convention Center), consistent with the requirements of City of Long Beach Case No. 0012-20 (Site Plan Review, Standards Variance and Vesting Tentative Tract Map), **OR**,

B) A written agreement that the applicant will construct, as part of the proposed development, the entire public pedestrian bridge across Hart Place to join the promenade to the adjoining property to the west (Convention Center). If the applicant chooses this option (option B), the agreement shall specify that the public pedestrian bridge shall be completed, and open for use by the general public, prior to occupancy of the proposed residential units.

The permittee, its agents, managers, and sublessees shall not block or interfere with public access to or across the public pedestrian bridge(s).

6. Traffic and Parking Management Association

The applicant and all designated operators and managers of the parking facilities proposed herein shall participate in the Traffic and Parking Management Association established pursuant to the City of Long Beach certified Local Coastal Program [see certified LCP Downtown Shoreline Planned Development Plan (PD-6): General Development and Use Standard (b)6].

7. Local Government Approval

This action has no effect on conditions imposed by a local government pursuant to an authority other than the Coastal Act, including the conditions of City of Long Beach Case No. 0012-20 (Site Plan Review, Standards Variance and Vesting Tentative Tract Map).

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description and History

The applicant proposes to construct two 18-story, 278-unit residential condominium towers (total of 556 units) above a three-level parking garage (Exhibit #6). Each proposed condominium tower would reach approximately 220 feet above Ocean Boulevard level and 250 feet above Seaside Way elevation (Exhibit #6). The proposed 1,008-space parking garage does not exceed the elevation of Ocean Boulevard. No commercial uses are proposed as part of the proposed residential condominium project.

The project site is located on the coastal bluff which runs along the south (seaward) side of Ocean Boulevard in downtown Long Beach (Exhibit #2). In the 1950's, the ocean and beach occupied the area near the toe of this bluff, but several landfill projects (most occurring prior to the Coastal Act) and the construction of the Long Beach Convention and Entertainment Center have displaced the former beach. The nearest shoreline is the beach located about a thousand feet southeast of the site (Exhibit #2). The Chapter 138 Line, which runs along Seaside Way on the southern boundary of the site, is the former shoreline and the boundary between the Commission's area of original jurisdiction (tidelands) and the City's LCP jurisdiction (Exhibit #3).

Except for Victory Park and Elm Avenue which are improved, the project site is vacant and has been fenced-off for several years. The area located to the west and south of the project site is occupied by the Long Beach Convention and Entertainment Center and its parking facilities (Exhibit #2). The blocks to the north and east of the project site are developed with high-rise residential and commercial buildings.
The 2.226-acre project site includes portions of the Elm Avenue, Marine Way and Seaside Way public rights-of-way which the City intends to vacate (Exhibit #3). The use of Victory Park, a park strip on the coastal bluff approximately eighty feet wide, is also included as part of the proposed project (Exhibit #4).

Victory Park would be excavated and developed for the proposed project's parking supply, a three-level garage built below Ocean Boulevard grade (Exhibit #6, p.2). After the park is demolished and excavated, and the proposed parking garage is constructed, the applicant proposes to landscape the top of the garage roof and restore the area as a City park (Exhibit #4). The restored park would be the same elevation as Ocean Boulevard. The proposed towers are set back eighty feet from the Ocean Boulevard curbline. The restored park would be bisected by a driveway providing vehicular access to the proposed parking garage. The proposed driveway through the park would occupy the present Elm Avenue right-of-way.

The proposed three-level parking garage contains 888 parking spaces for the proposed 556 residential units and 120 parking spaces for the general public and guests. The public has access to 120 of the parking spaces because the parking garage is partially located on public property. Vehicular access to the parking garage is proposed from Ocean Boulevard (via Elm Avenue), Hart Place and Linden Avenue (Exhibit #4). Vehicular access from Seaside Way is not proposed in order to avoid conflict with the use of Seaside Way for the annual Long Beach Grand Prix circuit each April.

The City approval of the tract map includes required easements for public pedestrian access on the Ocean Boulevard level across the following three portions of the project site:

> East/west public promenade (20' wide) along the entire southern (seaward) side of site.
> North-South walkway (20' wide) on Hart Place along the entire western side of the site.
> North-South walkway between the two towers (applicant proposes 40' wide) from Victory Park to east/west promenade. [See Exhibit #5].

The two north/south easements for public access are also view corridors which preserve views through the site from Ocean Boulevard (Exhibit #6). The proposed project includes a circular drop-off and loading area situated between the two towers and within the Elm Avenue view corridor (Exhibit #4). The applicant has deleted all surface parking areas from the forty-foot wide Elm Avenue view corridor. The two towers would be cantilevered over half of the City-required twenty-foot wide public promenade situated along the entire southern side of the site at Ocean Boulevard elevation.

The Commission's standard of review for the proposed development is the certified Long Beach LCP. The certified Long Beach LCP is comprised of the certified Land Use Plan (LUP) and the certified implementing ordinances (LIP). The certified LUP is comprised of the land use map of the City's General Plan and the planning policies of the certified LCP. The certified implementing ordinances (LIP) carry out the policies of the certified LUP. The certified implementing ordinances (LIP) that apply to the proposed development are the development standards for Planned Development District No. 6 (PD-6). Planned Development District No. 6 covers the Downtown Shoreline area of Long Beach (Exhibit #2). The proposed project is located in Subarea 9 of PD-6.

B. Land Use

The proposed project, two high-density residential condominium towers (total of 556 units), is an allowable use pursuant to the certified Long Beach LCP. The project site occupies the properties immediately west and east of Elm Avenue (Exhibit #3). In regards to allowable uses in Subarea 9 of PD-6, the certified LCP states:

> *Uses: Dense residential or hotel, west of Elm Avenue; dense residential or mixed residential and office in the same structure east of Elm Avenue. Retail and restaurant uses shall be permitted at the Ocean Boulevard level, or at top levels. Victory Park in the subarea shall be a dedicated City park. Residential uses shall not exceed a density of two hundred and fifty (250) dwelling units per acre.*

The certified LCP states that residential density on the site shall not exceed 250 dwelling units per acre. The applicant has submitted a survey showing that the project site contains 2.226 acres, including the portions of the Elm Avenue, Marine Way and Seaside Way rights-of-way that are being vacated as part of the proposed project. The residential density limit in the certified LCP allows a maximum of 556 dwelling units on the 2.226-acre site (250 x 2.226 acres = 556.5 units). The proposed project includes the maximum allowable 556 residential units for the 2.226-acre site. Therefore, the proposed land use conforms to the certified Long Beach LCP.

C. Parking

The downtown neighborhood where the project is proposed currently suffers from an insufficient parking supply. During the local hearings on the proposed project, the appellants and other

local residents testified that the area suffers from a shortage of adequate parking. The shortage of parking in the project area is the result of the presence of several older high-density residential developments that lack adequate on-site parking, the high parking demand generated by events at the Long Beach Convention and Entertainment Center, and the parking demand generated by local commercial uses.

The nearby shoreline recreation facilities (beach and marina), located about a half-mile south and west of the proposed project, generate little parking demand in the immediate area of the proposed project because these shoreline recreational facilities have their own protected parking supplies which, for the most part, are adequate to meet the parking demands of the public recreationists.

Generally, it is the local residents that are competing with one another for the small amount of parking that is available in the area, except during special events that generate very high demands for parking. Annual special events, including the Long Beach Grand Prix, Gay Pride Festival, Beachfest, and numerous concerts and sporting events create very high demands for parking throughout the Downtown Shoreline area. Peak parking demand periods usually occur when special events are being held simultaneously within and adjacent to the Long Beach Convention and Entertainment Center.

The increased demand for parking during these events, as mandated by the certified LCP, is managed by the Parking and Traffic Management Organization (PTMO). The PTMO is an association that manages the sharing of private parking facilities throughout the Downtown Shoreline area in order to ensure that an adequate downtown parking supply is available during peak parking demand periods. The proposed project includes the provision of 120 public parking spaces in the proposed parking garage, which is partially located on public property. The City tract map and site plan review approval requires the applicant to participate in the PTMO and to make the 120 public parking spaces available as part of the shared parking plan that is organized and implemented through the PTMO. A condition of this permit also mandates the applicant's participation in the PTMO.

LCP Parking Requirements

Stated succinctly, the transportation and access policies contained in the Land Use Plan (LUP) portion of the certified Long Beach LCP state:

1. *Increase reliance on public transit.*
2. *Decrease reliance on automobiles.*
3. *Provide slightly more parking*
4. *Increase pedestrian and bicycle access opportunities.*

The Implementing Ordinances (LIP) portion of the certified LCP, in this case the development standards for Planned Development District No. 6, requires that all new development provide

parking at a specific standard (two parking spaces per unit plus guest parking) in order to ensure that the parking supply is sufficient to meet the parking demands of the project, and also to avoid any increase in competition for the limited shared parking facilities in the coastal zone (i.e., public parking lots and on-street parking spaces). The certified LIP, however, also allows the City to grant variances from the standards of the Planned Development Ordinance stating:

> *"In reviewing and approving site plans and tract maps for the development of the area, the City Planning Commission shall be guided by the goals and policies of the General Plan and General Development and Use Standards specified herein. The Commission shall not permit variance from those standards unless it finds that such variance meets the intent of the standards of this plan."*

In fact, the proposed project includes a City-approved Standards Variance that would allow the applicant to provide substantially fewer on-site parking spaces than would be required by the parking standard contained in the certified LCP. The certified LCP requires that on-site parking be provided (below Ocean Boulevard level) at the following rate:

> PD-6 General Development and Use Standards: Parking (d)
>
> *Two spaces per residential unit (2 spaces/unit)*
> *plus guest parking: one space per six residential units (1 space/6 units)*
>
> PD-6 Subarea 9 Specific Development and Use Standards: Parking (d)
>
> *Parking for all construction of new buildings shall be in parking structures not to exceed Ocean Boulevard elevation. Parking structures not visible from Ocean Boulevard may exceed the Ocean Boulevard elevation. Parking spaces shall be provided as designated in the general development and use standards for new uses.*

The above-stated certified LCP parking standard would require the proposed 556-unit project provide 1,205 on-site parking spaces (2 parking spaces x 556 units = 1,112 parking spaces, plus 93 guest parking spaces).

The proposed project, for which the City granted a parking variance, includes a total of 1,008 on-site parking spaces located in a three-level parking garage located entirely below the grade of Ocean Boulevard. Therefore, the applicant is requesting an exception to the LCP parking requirement by proposing to provide 197 parking spaces fewer (16%) than the 1,205 spaces required by the standard contained in the certified LCP.

Applicant's Proposed Parking Plan

In support of the requested exception to the LCP parking requirement, the applicant has submitted a parking study conducted by Kaku Associates (Exhibit #15). The applicant's parking

study, which supports the assertion that the proposed 1,008 on-site parking spaces will meet the demands of the proposed project, is based on parking occupancy counts at eleven high-density apartment and condominium complexes located in the coastal zone in downtown Long Beach, San Diego, Marina del Rey and Santa Monica. The parking occupancy counts were conducted at midnight on a weekday, when residential parking demands are highest.

The applicant's parking study shows that the majority of condominium units tend to be occupied by people who own no more than one car, especially persons who live in high-density residential developments in the coastal zone cities of Long Beach, San Diego, Marina del Rey and Santa Monica. The parking study shows that the 1,008-space parking supply for the proposed project (1.8 spaces per unit) would be more than adequate to meet the needs of the eleven study sites which were found to have peak parking demands of 0.66 to 1.59 parking spaces per occupied residential unit (See Graph, Exhibit #15, p.3). The 1,008 parking spaces proposed to serve the 556 residential units equals a ratio of 1.8 parking spaces per residential unit (1,008 spaces/556 units = 1.81). The parking ratio of the certified LCP parking standard is 2.17 parking spaces per residential unit (1,205 spaces/556 units = 2.17).

The parking demand ratios presented in the applicant's parking study (parking space counts within existing residential uses) reflect the number of parking spaces occupied per occupied residential unit. The parking study's ratios do not take into account the unoccupied parking spaces that are reserved for the exclusive use of a single residential unit and no one else. That is, the parking demand ratio can correctly reflect the demand for parking only when the entire parking supply is shared on a first-come, first-served basis. Only on a shared use basis can the unoccupied parking spaces be correctly counted as empty and unused. For example, a resident or guest looking for an available parking space in an empty garage may not find one because all of the empty spaces could have been reserved for use by only one specific resident. The empty parking spaces, in this case, would not be available to meet the actual demand for parking since they are reserved for the exclusive use of one person.

For example, the proposed project includes 120 public parking spaces for guests, and 888 parking spaces for residents of the proposed project for a total of 1,008 on-site parking spaces. If the applicant sells all 556 proposed condominium units, and each condominium unit sale includes two reserved parking spaces, there is a parking demand for 1,112 parking spaces (2 spaces per unit x 556 units = 1,112 parking spaces) before any actually parks a vehicle in the garage. On the other hand, if the proposed 1,008-space parking supply for residents and guests is a shared reservoir where all parking spaces are available on a first-come, first-served basis, then the proposed parking supply will meet a parking demand of up to 1.8 parking spaces per unit. A parking demand of 1.8 parking spaces per unit is substantially higher than the parking demand ratios presented in the applicant's parking study for existing high-density residential uses in the coastal zone: 0.66 to 1.59 parking spaces per occupied residential unit (See Graph, Exhibit #15, p.3).

The applicant is proposing that the 1,008-space on-site parking supply be comprised of both shared and reserved parking areas because some of the proposed 556 condominium units will be sold with one reserved parking space, some will be sold with two reserved parking spaces,

and some units will not be sold but rented as apartments with no reserved parking spaces. The applicant's proposed parking management plan would allocate the on-site parking supply as follows:

10 Three-bedroom units/2 spaces each	20 Parking Spaces (maximum)
189 Two-bedroom units/2 spaces each	378 Parking Spaces (maximum)
60 One-bedroom with study/2 spaces each	120 Parking Spaces (maximum)
297 One-bedroom only units/1 space each	297 Parking Spaces (maximum)
Public & Guest parking spaces	120 Parking Spaces (minimum)
Unallocated spaces not reserved	73 Parking Spaces (minimum)
556 Total Units	**1008 Parking Spaces Total**

The applicant states that all 888 parking spaces for the residents would be held in a hybrid shared/reserved parking reservoir, with one or two individual parking spaces sold (and thus reserved) with each sale of a condominium unit. The sales of parking spaces would be limited to a one parking space maximum for the one-bedroom units, and a two parking space maximum for units larger than one bedroom, including one-bedrooms with studies. Therefore, the common pool of residential parking would start with 888 parking spaces, with individual parking spaces being sold-off one or two at a time, until there would eventually be only a 73-space pool when and if all 556 condominium units are sold along with the maximum number of parking spaces. Of course, should some two- and three-bedroom condominium owners chose to buy (and reserve) only one parking space (instead of the maximum two parking spaces per unit), or should some units remain unsold, the common pool of parking will stabilize at a point somewhere greater than 73 parking spaces.

In any case, the proposed 120-space public parking supply would be the parking area for guests of the residents and the general public. The City has required the applicant, as part of the street vacation and tract map approvals, to provide the 120 parking spaces for public use in exchange for using the underground portion of Victory Park for part of the proposed project's parking garage. The applicant has agreed to provide the 120 public parking spaces as required by the City, but intends to also use the public parking spaces for the proposed project's guest parking area.

The applicant states that the proposed project will not reduce the number of public parking spaces on Ocean Boulevard. The City is considering whether to remove approximately fourteen curbside parking spaces from the south curb of Ocean Boulevard in order to open an additional eastbound traffic lane on Ocean Boulevard. The removal of the curbside parking spaces and creation of an additional eastbound traffic lane on Ocean Boulevard are being considered as mitigation for traffic impacts in downtown Long Beach, but not as part of the currently proposed project. Any alteration of the existing curbside parking supply would be reviewed under a separate local coastal development permit.

Parking Supply and Management Requirements

If the applicant's proposal to provide 1,008 on-site parking spaces for the proposed 556 condominium units will meet the goals and carry out the intent of the certified LUP, then the Commission may grant an exception to the parking standard contained in the certified LIP (Planned Development District No. 6). The goals of the certified LUP are to protect public access to the shoreline, ensure that the each project's parking supply is sufficient to meet its parking demands, and to:

1. *Increase reliance on public transit.*
2. *Decrease reliance on automobiles.*
3. *Provide slightly more parking*
4. *Increase pedestrian and bicycle access opportunities.*

Avoiding any increase in competition for the limited shared parking facilities in the coastal zone (i.e., public parking lots and on-street parking spaces) also protects public access to the shoreline by making it easier for shoreline visitors to find a parking space.

The Commission, in a recent amendment to the Subarea 7 standards of Planned Development District No. 6, specifically incorporated a provision which allows exceptions to the parking standards listed in the General Development and Use Standards for PD-6 [See LCP Amendment No. 1-99]. The LCP amendment affected only the LCP standards for Subarea 7 because it was a project driven (hotel) LCP amendment. The currently proposed project is in Subarea 9 of PD-6. For parking requirements in Subarea 7 of PD-6, located three blocks west of the proposed project, the certified LIP states (emphasis added):

> *Number of spaces. Reuse of existing buildings shall not require parking in excess of what currently exists. New construction shall provide parking as required for new development pursuant to the parking standards listed in the General Development and Use Standards for PD-6, <u>or pursuant to a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities.</u>...*

Although the above-stated parking standard is not applicable to the site of the currently proposed project, the Commission's acceptance of a "detailed parking study" in lieu of strict adherence to the general development parking standard of two parking spaces per unit (plus guest parking) indicates that a finding of consistency with the certified LCP can be made if "the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities." The certified LIP specifically states that variances from the standards of the LIP shall not be granted unless "such variance meets the intent of the standards of this plan." Therefore, if the proposed project meets the intent of the certified LCP in regards to parking, then an exception may be granted to the general development parking standard of two parking spaces per unit (plus guest parking).

The proposed project will provide an adequate parking supply to meet the needs of the residents and guests without causing negative impacts to coastal access or access to public recreational facilities. The limited parking supply will decrease reliance on automobiles and increase reliance on public transit as required by the LUP access and transportation policies. The applicant's parking study shows that high-density residential developments in Southern California cities (Long Beach, San Diego, Marina del Rey and Santa Monica) generate a parking demand of 0.66 to 1.59 parking spaces per occupied residential unit (See Graph, Exhibit #15, p.3). The 1,008 parking spaces proposed to serve the 556 residential units equals a ratio of 1.8 parking spaces per residential unit (1,008 spaces/556 units = 1.81). Therefore, the proposed parking ratio of 1.8 parking spaces per residential unit exceeds the actual demand for parking in similar developments in the coastal zone and can be expected to provide an adequate supply to meet the needs of the proposed development.

In the event that the parking demand of the proposed project exceeds the proposed supply of 1,008 on-site parking spaces, it is unlikely that it would result in any negative impacts to coastal access or access to public recreational facilities. The on-street parking that exists near the proposed project is highly sought after by local residents and customers of the nearby commercial uses, but is not a primary parking supply for coastal access. The parking for the nearby shoreline recreation facilities (beach and marina), located about a half-mile south and west of the proposed project, would be very inconvenient for use by the residents of the proposed project or any of the other properties located inland of Shoreline Drive (Exhibit #2). Besides the half-mile distance between the project site and the recreational parking facilities, one would have to cross Shoreline Drive, a six-lane highway with limited crossings. In addition, the special conditions of Coastal Development Permit 5-00-050 (City of Long Beach), and City parking permit requirements for the marina parking, prohibit residents from storing their vehicles in the public parking lots located south of Shoreline Drive.

The applicant's parking study shows that the proposed 1,008 on-site parking spaces will be sufficient to serve the proposed project. Each unit will be served by 1.8 parking spaces, but no one can purchase 1.8 spaces. The parking spaces, however, will be sold as whole spaces (not fractions) as part of each condominium sale. There are not enough parking spaces (1,008 spaces) to allow two parking spaces to sold with each of the 556 proposed condominium units (2 x 556 = 1,112). Therefore, there must be a limit on how many parking spaces can be sold (and thus reserved) with each condominium unit.

The applicant, in meetings with Commission staff, agreed to the following formula:

> A maximum of one parking space per unit may be sold (or reserved) for the exclusive use of the person(s) who reside in each one-bedroom unit (297 units/297 parking spaces). The resident(s) of a one-bedroom unit may not have exclusive use of more than one parking space. One space per unit, regardless of number of residents in each unit.
>
> A maximum of two parking spaces per unit may be sold (or reserved) for the exclusive use of the person(s) who reside in each unit larger than one-bedroom,

including one-bedroom units with studies (259 units/518 parking spaces). The resident(s) of units larger than one-bedroom, including one-bedroom units with studies, may not have exclusive use of more than two parking spaces. Two spaces per unit, regardless of number of residents in each unit.

The remainder of the 888 parking spaces (those not owned or reserved by residents) shall be managed as a common pool of shared parking for: residents who have opted not to purchase or otherwise reserve a parking space, residents in need of more than the maximum one or two parking spaces as allocated above, and guests and employees of the proposed project.

The above-stated formula would result in the 1,008 proposed on-site parking spaces being used as follows:

10 Three-bedroom units/2 spaces each	20 Parking Spaces (maximum)
189 Two-bedroom units/2 spaces each	378 Parking Spaces (maximum)
60 One-bedroom with study/2 spaces each	120 Parking Spaces (maximum)
297 One-bedroom only units/1 space each	297 Parking Spaces (maximum)
Public & Guest parking spaces	120 Parking Spaces (minimum)
Unallocated spaces not reserved	73 Parking Spaces (minimum)
556 Total Units	**1008 Parking Spaces Total**

The Commission finds that the proposed 1,008-space parking supply, if managed to limit the sales of parking spaces as stated above, will meet the goals and intent of the certified LCP. Therefore, Special Condition Two of the permit requires the applicant to manage the proposed parking supply in order to limit the number of parking spaces sold and reserved in order to ensure that there will be adequate parking available to meet the needs of the residents and guests of the proposed project. Only as conditioned does the proposed project meet the goals and intent of the certified LCP.

In addition, Special Condition Six requires the applicant and all designated operators and managers of the parking facilities proposed herein to participate in the Traffic and Parking Management Association (PTMO) established pursuant to the City of Long Beach certified LCP. The PTMO is an association that manages the sharing of private parking facilities throughout the Downtown Shoreline area in order to ensure that an adequate downtown parking supply is available during peak parking demand periods. The proposed project includes the provision of 120 public parking spaces in the proposed parking garage, which is partially located on public property. The City tract map and site plan review approval requires the applicant to participate in the PTMO and to make the 120 public parking spaces available as part of the shared parking plan that is organized and implemented through the PTMO. A condition of this permit also mandates the applicant's participation in the PTMO.

In regards to the PTMO, the certified LCP states:

PD-6 General Development and Use Standards: Access (b)(6)

A Traffic and Parking Management Association shall be created to monitor traffic generation and parking demand in the Planned Development Area, and to implement specific parking management strategies and transportation demand management programs as needed. The goal of the traffic and parking management program shall be to provide adequate parking to support the development in a cost-effective manner, and to provide public access to the coast while providing some discouragement for use of private automobiles over transit alternatives. The goal of the transportation demand management shall be to minimize the negative impacts of project-related trips on local streets and intersections and upon the regional freeway network; it shall consider measures such as providing no free on-site parking for employees and providing employees with free transit passes. All development within the project area shall be required to participate in the Association when it is formed. The Association shall be formed prior to commencement of development of LCP Subarea 5 or of the retail/entertainment complex in Subarea 6 west of Pine Avenue."

Only as conditioned to participate in the PTMO is the proposed project consistent with the requirements of the certified Long Beach LCP.

D. Public Access and Views

The City of Long Beach certified LCP contains policies to protect and enhance physical, visual, and psychological access to the coast. The LUP states that the principal element of the access component is the Promenade. The Promenade, a dedicated north/south running pedestrian walkway, connects the heart of the downtown area to the shoreline amenities of Long Beach situated south of Ocean Boulevard. The Promenade South (the portion south of Ocean Boulevard) provides direct pedestrian access to the Convention Center and Hotel, Rainbow Harbor, the Shoreline Village shopping area, and indirect access to Marina Green Park and the Downtown Marina.

In regards to pedestrian access, the certified LCP states:

PD-6 Subarea 7 Specific Development and Use Standards: Access

(b)2. Pedestrian Access. Pedestrian access will be provided from Ocean Boulevard southerly on the Promenade South as approved in Coastal Commission Permit No. A71-78. The east/west pedestrian walkway shall either be extended through this area along the southern edge of development parcels to the Promenade South or alternative public pedestrian access and viewing area(s) shall be provided at higher elevations. In order to provide necessary pedestrian

interaction in the area, new developments shall provide public walkways, at least ten feet in width, around the perimeter of the site except where a site abuts to public street(s) with adequate public pedestrian walkways at least 15' feet in width. In addition, whenever it is feasible the development shall provide shoreline viewing areas. The walkways and viewing areas shall be guaranteed public access through easements or deed restrictions.

The Promenade, which runs north/south and ends at the shoreline, should not be confused with the east/west promenade. The east/west promenade is a public pedestrian accessway that runs parallel to Ocean Boulevard on the southern edge of the blufftop properties on the south side of Ocean Boulevard, including the properties subject to this appeal. The proposed development is located in Subarea 9 of PD-6, three blocks east of the north/south Promenade referred to above. Therefore, the proposed project will not interfere with public pedestrian access on the Promenade.

The other major pedestrian access element of the certified LCP is the plan for a continuous elevated east/west public walkway on the seaward side of the Ocean Boulevard high-rises. The east/west walkway, which is not currently contiguous, would parallel Seaside Way on the level of Ocean Boulevard. This east/west walkway is referred to in this report as both the east/west walkway and the promenade, with a small "p".

In Subarea 9, where the proposed project is located, the certified LCP requires the provision of a twenty-foot wide east/west walkway along the entire southern edge of the site:

<u>PD-6 Subarea 9 Specific Development and Use Standards: Access</u>

(b)2. Pedestrian Access. Pedestrian access shall be provided along the southern edge of the subarea by a public promenade twenty feet (20') in width from Hart Place to Lime Avenue. This promenade shall be at Ocean Boulevard level adjoining the north curb of Seaside way or on the southern edge of any development utilizing air rights over Seaside Way.

The proposed project includes the required twenty-foot wide east/west walkway along the southern edge of the site (Exhibit #5). This public walkway would provide public views to the shoreline area located south of the proposed project. The provision of the east/west public walkway is necessary to replace the views that currently exist across the site from Ocean Boulevard and Victory Park (and which will be partially blocked by the proposed project). The Commission's condition of approval requires the applicant to record a deed restriction that guarantees public access (and signage) to the proposed east/west promenade on the Ocean Boulevard level. Only as conditioned does the proposed development conform to the requirements of the certified Long Beach LCP.

In addition, the certified LCP states that two thirty-foot wide north-south walkways shall be provided through the project site and that these walkways shall be open public areas providing

unobstructed views to the southern boundary of the subarea. The two required north/south walkways shall provide pedestrian access to the required east/west promenade.

PD-6 Subarea 9 Specific Development and Use Standards: Access

(b)2. A public walkway from Ocean Boulevard to the [p]romenade shall be provided at Hart Place, Elm Avenue, Atlantic Avenue and Lime Avenue. These walks shall be within open public areas not less than 30 feet (30') in width providing an unobstructed view from Ocean Boulevard to the southern boundary of the subarea.

The above-stated LCP standard requires that two thirty-foot wide north-south walkways be provided on the project site: one at Hart Place on western edge of site and one at Elm Avenue in the middle of the project site between the two proposed towers (Exhibit #5). These public walkways are also protected view corridors, providing views south from Ocean Boulevard and Victory Park. The City approval permitted a reduced width (20' instead of 30') for the north-south walkway located at Hart Place on the western edge of site (Exhibit #5).

The view down the proposed twenty-foot wide Hart Place view corridor from Ocean Boulevard to the shoreline area is interrupted by the Long Beach Arena, the structure painted with a mural featuring various whales and fish. While the view from Hart Place is a valuable public view, the Elm Avenue view corridor features a view of the marina and shoreline from Ocean Boulevard and Victory Park. The applicant proposes to provide the total sixty feet of view corridor on the Hart Place and Elm Avenue view corridors as required by the LCP, but in lieu of the two thirty-foot wide (30'/30') view corridors, the applicant is proposing one forty-foot wide view corridor (Elm Avenue) and one twenty-foot wide view corridor (Hart Place) for a total width of sixty feet (40'/20')(Exhibit #5).

The Commission finds that the proposed forty-foot wide view corridor and walkway at Elm Avenue, together with the twenty-foot wide view corridor and walkway at Hart Place, are consistent with the intent of the certified LCP to protect public access and views through the site. Therefore, the permit is conditioned to require the applicant to record a deed restriction that guarantees public access (and signage) on the two north/south walkways that connect to the proposed east/west promenade on the southern edge of the site (Exhibit #5). Only as conditioned does the proposed development conform to the requirements of the certified Long Beach LCP.

Any surface parking areas within the Elm Avenue view corridor would not be consistent with the provisions of the certified LCP. The certified LCP prohibits open parking areas on the Ocean Boulevard level.

PD-6 General Development Standards: Parking

(d)3. Open Parking. No open parking shall be permitted at Ocean Boulevard grade. This does not prohibit vehicle drop off or automobile court areas where these areas are specifically permitted.

In this case, parking areas are specifically prohibited within the required view corridors. A vehicular drop-off area is permitted. In order to ensure that the public views through the view corridors are protected, the permit is conditioned to prohibit encroachments, parking areas, or other structures over 42 inches in height within the view corridors. Only as conditioned does the proposed development conform to the requirements of the certified Long Beach LCP.

The City's approval of the site plan and tract map include the provision of a ninety-foot side yard setback on the eastern edge of the site adjacent to Linden Avenue, even though the LCP does not require a setback or view corridor in this location (Exhibit #4). This ninety-foot wide side yard on the eastern side of the project is proposed to be developed with a private swimming pool enclosed by a wall, trellis and lush landscaping. Public access is not allowed within the ninety-foot wide side yard/private swimming pool area. While this ninety-foot wide side yard has been referred to as a view corridor, the only views protected by this setback area would be views from the high-rise apartment buildings located inland of the proposed project. The Ocean Boulevard level development (wall) proposed in the ninety-foot wide side yard area would obstruct any public views that currently exist through the eastern portion of the project site.

Public pedestrian access from Ocean Boulevard to Seaside Way (thirty feet lower in elevation) is provided, as required by the certified LCP, by a public sidewalk along both sides of Linden Avenue (Exhibit #5). As part of the proposed project, the applicant is providing a public stairway to connect the east end of the Ocean Boulevard level east/west walkway to the this sidewalk on the Seaside Way level, thirty feet below.

Pedestrian Bridge

The certified LCP requires the developers of the site to provide for the construction of the promenade (east/west walkway) and public walkways abutting the site and over one-half the width of the public right-of-way necessary to join the promenade to the adjoining property. The certified LCP states:

<u>PD-6 Subarea 9 Specific Development and Use Standards: Access</u>.

(f) Developer On and Off-site Improvements and Maintenance. The developer of all construction of new buildings and of all condominium conversions shall provide for the construction of the promenade and public walkways abutting the site and over one-half the width of the public right-of-way necessary to join the [p]romenade to the adjoining property.

As stated above, the applicant is proposing to provide for the construction of the east/west promenade on the southern edge of the site, north/south public walkways at Hart Place and Elm

Avenue, and the public sidewalk abutting the site at Linden Avenue. The LCP requirement for the construction of public walkways over one-half the width of the rights-of-way to join the east/west public promenade to the adjoining properties involves the construction of two pedestrian bridges, each spanning a right-of-way (Hart Place and Linden Avenue) that is about thirty feet lower than the east/west promenade (east/west promenade is at Ocean Boulevard elevation). The LCP requires the applicant to provide for half of each of the two necessary pedestrian bridges: one bridge over Hart Place and one bridge over Linden Avenue. An east/west promenade bridge over Hart Place would link the east/west promenade to the Convention Center, which is public property. An east/west promenade bridge over Linden Avenue would link the east/west promenade to the adjacent property, which is developed with a high-density residential building.

The City's approval of the site plan and tract map includes a condition requiring the applicant meet the above-stated requirement of the certified LCP. In order to meet the requirement, the applicant can actually construct the necessary bridge connections to link the east/west walkway to the adjoining properties, or pay an in lieu fee to the City to be used for the construction. Since the LCP requires the applicant to provide for one-half of the two necessary pedestrian bridges, the in lieu fee payment to the City may be the applicant's preferred choice. The in lieu fee must be paid into a City fund used for the actual construction of the pedestrian bridges over Hart Place and Linden Avenue.

A superior option, in terms of public access benefit, would be for the applicant to actually construct at least one whole pedestrian bridge in order to link the east/west public promenade to one of the abutting properties, either to the east of to the west of the proposed project. The public access benefit would be greater if the bridge over Hart Place was constructed, thereby extending the existing public walkway from the Convention Center plaza (public park) to the east/west promenade proposed along the southern edge of the project site (Exhibit #5). The construction of this bridge and the proposed east/west public promenade would extend the existing public access system about eight hundred feet further eastward than it currently exists. It would also provide a direct pedestrian link to the public areas, arena and theatre located in the Convention Center (Exhibit #2).

Therefore, as required by the certified LCP, the applicant is required to either: A) pay an in lieu fee to the City for the construction of the pedestrian bridges over Hart Place and Linden Avenue, or B) include in the proposed project the construction of a pedestrian bridge over Hart Place, thereby linking the east/west public walkway proposed along the southern edge of the project site to the Convention Center plaza located west of the project site (Exhibit #5). Only as conditioned does the proposed development conform to the requirements of the certified Long Beach LCP.

E. <u>Victory Park Improvements</u>

Victory Park is a dedicated City park, approximately eighty feet in width, situated between the Ocean Boulevard right-of-way and the private properties on the south side of Ocean Boulevard (Exhibit #4). The certified LCP requires that Victory Park shall be preserved as a dedicated City Park, and that all development on the site be set back a minimum of eighty feet from the Ocean Boulevard curbline, or the width of the existing City Park strip, whichever is greater [PD-6 General Development Standards: Building Design].

The City has approved the applicant's request to remove all existing landscaping (mature trees and lawn) from the park area abutting the project and to excavate the parkland in order to accommodate the proposed three-level parking garage which would be partially located beneath Victory Park. This would remove the park from public use for an undetermined amount of time. When the park is finally restored as required by the City, it will no longer have the large shade trees and the character of the park will be changed by the presence of the two proposed 18-story towers. The public would benefit from the use of 120 public parking spaces in the proposed garage, which is partially located on public property.

After the park is demolished and excavated, and the proposed parking garage is constructed, the applicant proposes to landscape the top of the garage roof and restore the area as a City park (Exhibit #4). The restored park would be the same elevation as Ocean Boulevard, and be entirely within the eighty-foot setback area provided between the Ocean Boulevard curbline and the proposed towers. The restored park, however, would be bisected by a driveway providing vehicular access to the proposed parking garage. The proposed driveway through the park would occupy the present Elm Avenue right-of-way (Exhibit #4).

The following provision of the certified LCP local approval permits the proposed driveway within the required City Park strip because it specifically states that vehicular access is allowed from Elm Avenue. The driveway would be located on the site of the current Elm Avenue right-of-way, which the City intends to vacate.

> <u>PD-6 Specific Development Standards: Subarea 9 Access</u>
>
> *(b)1. Vehicular Access. All construction of new buildings shall have vehicular access only from Seaside Way and Elm and Linden Avenues. Existing buildings may maintain access from Ocean Boulevard for reuse or conversion to condominium.*

The LCP general prohibition against vehicular access from Ocean Boulevard, which protects Victory Park for public recreation uses rather than for private vehicular uses, does not apply in this case. The certified LCP allows vehicular access to the site from the Elm Avenue right-of-way. Since vehicular access already exists on the Elm Avenue right-of-way, the proposed project's driveway (from Ocean Boulevard) will not displace any currently existing portion of Victory Park (Exhibits #3&4). Therefore, the proposed Elm Avenue driveway is consistent with the certified LCP.

The certified Long Beach LCP protects Victory Park and all other dedicated parks within the City's coastal zone. The proposed project complies with the following policy by restoring and preserving the park as a public park. The proposed project will not result in any permanent loss of public parkland.

The certified LCP Park Dedication Policy states:

> *No parkland which has been dedicated or designated within the coastal zone shall be committed to another use unless the City replaces such parkland on an acre-for-acre basis within or adjacent to the coastal zone with the approval of the California Coastal Commission. Such replacement parkland must provide similar recreational opportunities and be accessible to the same population through private or affordable public transportation. Replacement parkland shall also be dedicated or designated in perpetuity.*

Special Condition Three requires the applicant to restore Victory Park as follows:

A) The proposed condominium towers and all proposed private improvements, except for underground parking located entirely below the elevation of Ocean Boulevard, shall be set back a minimum of eighty feet (80') from the current southern curbline of Ocean Boulevard. Encroachments onto or over any portion of Victory Park are prohibited unless specifically permitted by a coastal development permit. Prohibited encroachments include, but are not limited to: gates, fences, walls, signs, tables, chairs, displays, merchandise racks, and roof overhangs. Public benches are permitted and encouraged.

B) The proposed Victory Park improvements shall be constructed concurrent with, the construction of the proposed condominium units. The proposed Victory Park improvements shall be completed, verified by the City as being in compliance with the Victory Park guidelines, and open for use by the general public, prior to occupancy of the proposed residential units. Subsequent to the completion of the proposed improvements to Victory Park, the permittee, its agents, managers, and sublessees shall not block or interfere with public access to and use of Victory Park at any time.

As conditioned, Victory Park will be restored and will remain a public park as required by the certified LCP. Therefore, the proposed project complies with the requirements of the certified Long Beach LCP.

F. California Environmental Quality Act

Section 13096 Title 14 of the California Code of Regulations requires Commission approval of a coastal development permit application to be supported by a finding showing the application, as

conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

Two feasible alternatives have been considered: 1) provide the 1,205 on-site parking spaces as required by the parking standard of the certified LCP (197 more spaces than currently proposed), and 2) reduce the density of the proposed project so the ratio of the proposed 1,008 on-site parking spaces and number residential units (465 units) is consistent with the parking standard of the certified LCP. The alternative to add more parking was rejected because that would require the proposed parking structure to exceed the elevation of Ocean Boulevard, which would result in negative impacts to visual resources in violation of the certified LCP. The alternative to reduce the proposed residential density has been rejected as unnecessary because the currently proposed project, as conditioned, would not result in any adverse effects on the environment.

The proposed project, as conditioned, has been found to be consistent with the certified Long Beach LCP. All adverse impacts have been minimized by the recommended conditions of approval and there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

End/cp

RESIDENTIAL PARKING DEMAND STUDY
SOUTHERN CALIFORNIA COASTAL ZONE

JUNE 2001

PREPARED FOR

CALIFORNIA COASTAL COMMISSION

PREPARED BY

KAKU ASSOCIATES
A Corporation

ATTACHMENT NO. 12.149

EXHIBIT H

RESIDENTIAL PARKING DEMAND STUDY

SOUTHERN CALIFORNIA COASTAL ZONE

June 2001

Prepared for:

CALIFORNIA COASTAL COMMISSION

Prepared by:

KAKU ASSOCIATES, INC.
1453 Third Street, Suite 400
Santa Monica, California 90401
(310) 458-9916

Ref: 1338

ATTACHMENT NO. 12.150

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EXECUTIVE SUMMARY

The Genesis Real Estate Group is proposing to build a residential development at 350 East Ocean Boulevard in downtown Long Beach, California. The project proposes to serve this development with 1,008 parking spaces – a ratio of 1.81 spaces per dwelling unit.

The City of Long Beach's Local Coastal Plan LCP) calls for a parking ratio requirement of 2.16 spaces per dwelling unit. The LCP parking standard was adopted almost 20 years ago – prior to the introduction of significant job growth and transit improvements in downtown.

The City granted a parking variance and approved the project in March 2001. The California Coastal Commission has asked for additional backup regarding the parking demand patterns in dense residential developments.

Detailed parking counts were conducted at midnight on a weekday (the peak parking time of the day) at 11 apartment and condominium complexes in the Coastal Zone. The sites were located in San Diego (3 sites), Long Beach (4), Marina del Rey (2) and Santa Monica (2). The peak parking demand at these 11 sites ranged from 0.66 to 1.59 spaces per occupied dwelling unit (sp/du).

Figure 1 compares the parking supply and peak parking demand at the 11 study sites to the proposed parking supply at the proposed 350 East Ocean project. As can be seen, the 1.81 sp/du parking supply at the project would be more than sufficient to meet the parking demand at any of the 11 test sites.

Seven additional high-density apartment complexes in San Diego were the subject of detailed parking occupancy surveys by Darnell & Associates in 1996. These surveys showed peak parking demands of 1.15 to 1.52 sp/du. Again, the parking supply proposed for the 350 East Ocean project would be more than sufficient to meet the demand at any of these sites.

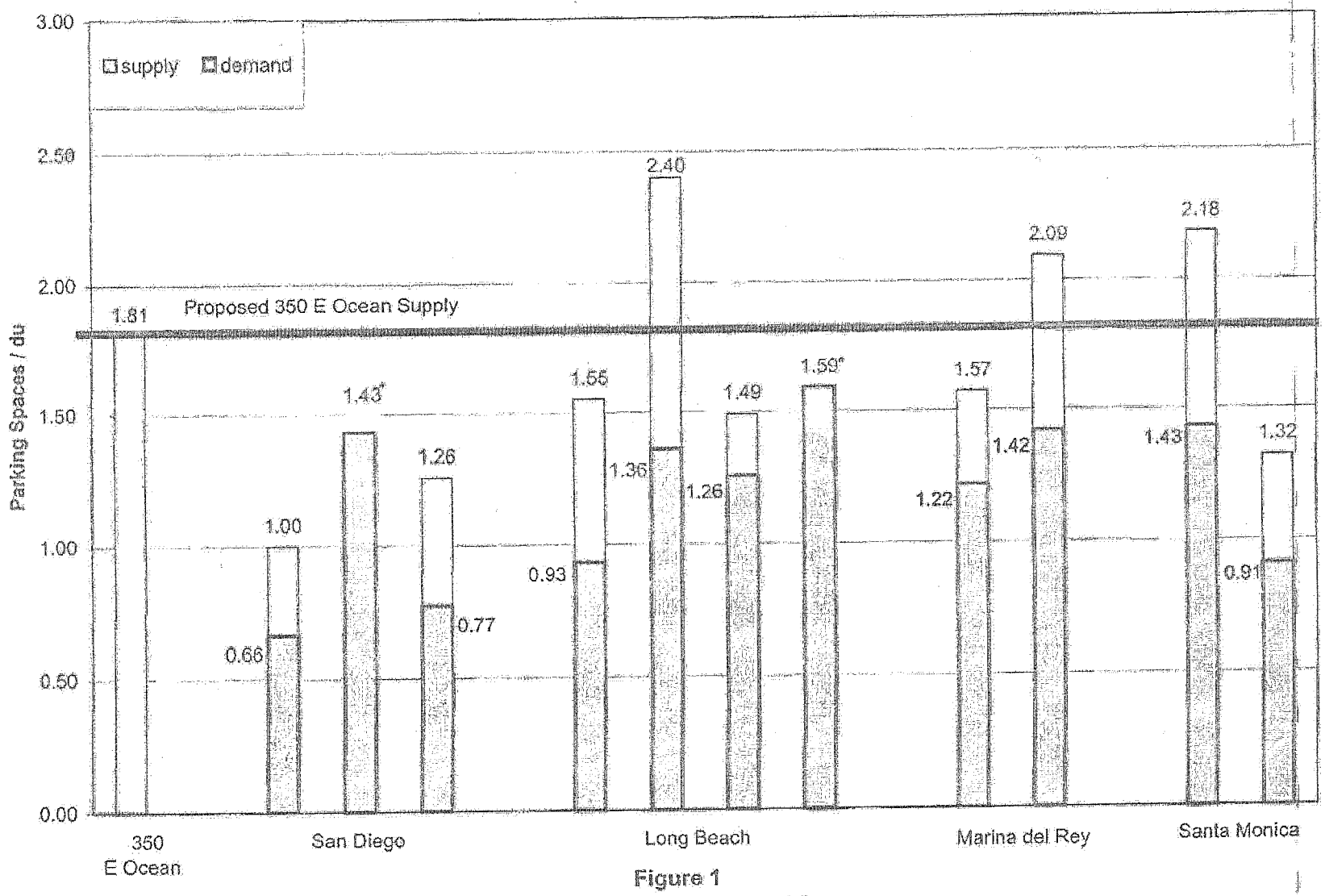


Figure 1
Parking Supply and Demand Survey

* See discussion in text.

The projects that had the highest proportion of small units (i.e., studio or one-bedroom units) had the lowest parking demands among the sites studied. With 64% of its units configured as one-bedroom apartments, the proposed 350 East Ocean project would be expected to experience parking demand rates in the lower end of the 0.66 to 1.59 range measured in the 18 study sites.

The parking requirement for the Long Beach Local Coastal Plan was adopted over 20 years ago. Since the adoption of the required 2.16 sp/du standard, downtown Long Beach has added transit service (Metro Blue Line light rail transit, free Passport shuttle service and the Downtown Transit Mall) and thousands of downtown jobs. In the 20 years since the adoption of the LCP parking standard, the trends toward later marriages, fewer children and increased preference for living without roommates all combine to reduce on-site population density. In fact, 26% of all households in the United States are now single-person households – the highest proportion in the history of the country.[1] These factors result in reduced on-site parking demand, as seen in all 18 sites surveyed.

Detailed parking surveys at 18 high-density residential sites in Southern California showed peak parking demand patterns significantly less than the supplies required by the Local Coastal Plan. The proposed project at 350 East Ocean in downtown Long Beach would provide a parking supply of 1.81 spaces per dwelling unit. This parking supply would more than adequately serve the parking demand found at any of the 18 sites studied. No spillover parking onto the adjacent streets would be expected.

The results of this study show that the proposed parking supply at the 350 East Ocean residential project would provide more than enough parking to meet its peak parking demand. Adding more parking to the proposed supply would not increase the parking supply available to the general public visiting the California coastal resources because additional spaces would be private, reserved (but empty) spaces allocated to the residential apartments in the development.

[1] The Old Neighborhood: What We Lost in the Great Suburban Migration: 1966-1999, Ray Suarez, Senior Correspondent, The NewsHour with Jim Lehrer, 2000

I. INTRODUCTION

The Genesis Real Estate Group is proposing to build a residential development at 350 East Ocean Boulevard in downtown Long Beach, California. Figure 2 shows the location of the project and Figure 3 provides a schematic of the site plan.

The project would consist of two 18-story apartment buildings providing 556 dwelling units (du) according to the following unit types:

1 Bedroom	297 du
1 Bedroom w Study	60 du
2 Bedrooms	189 du
3 Bedrooms	10 du
TOTAL	556 du

The project proposes to serve this development with 1,008 parking spaces – a ratio of 1.81 spaces per dwelling unit.

The City of Long Beach's Local Coastal Plan LCP) calls for a parking ratio requirement of 2.16 spaces per dwelling unit. The LCP requires 2.0 spaces per dwelling unit plus one guest space per every 6 dwelling units. Under this calculation, the project would be required to provide a total of 1,205 spaces to be consistent with Code requirements.

It should be emphasized that the LCP parking standard was adopted almost 20 years ago. It was adopted prior to the development of the Downtown Transit Mall, prior to the operation of the Passport (Long Beach Transit's free downtown shuttle), prior to the opening of the Metro Blue Line light rail line connecting downtown Long Beach with downtown Los Angeles and prior to the creation of literally thousands of jobs in downtown Long Beach. Given the number of significant changes that have taken place in downtown Long Beach over the past 20 years, the code itself is outdated and needs to be updated.

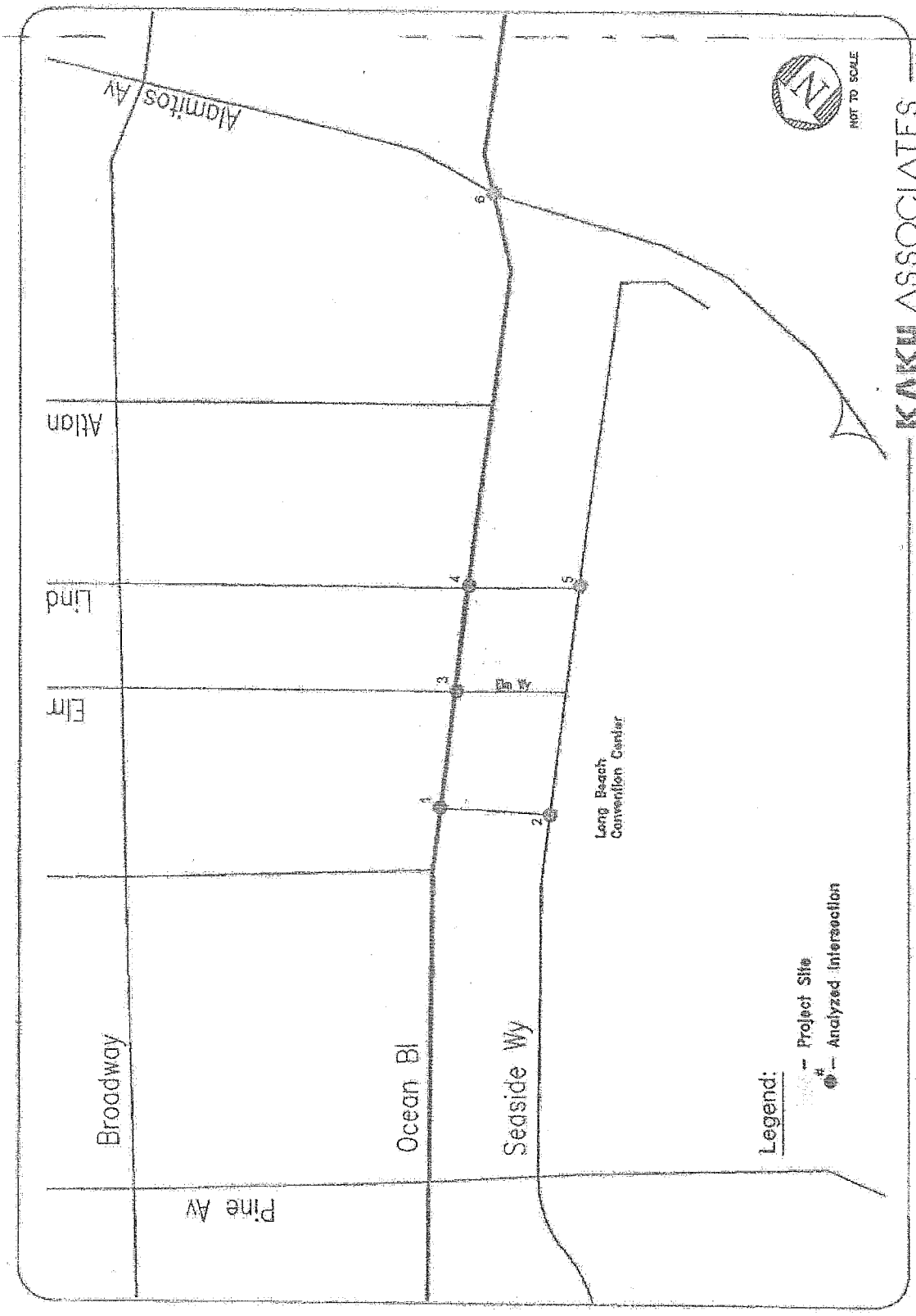
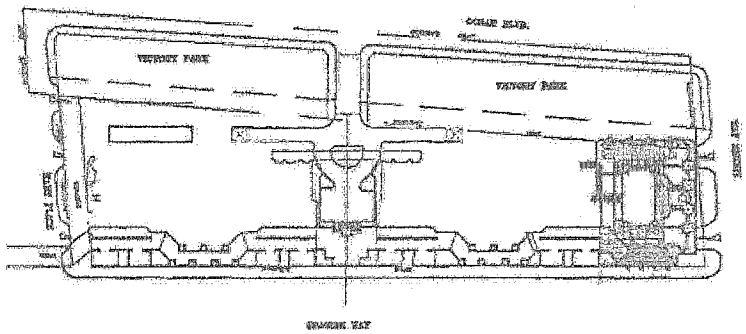
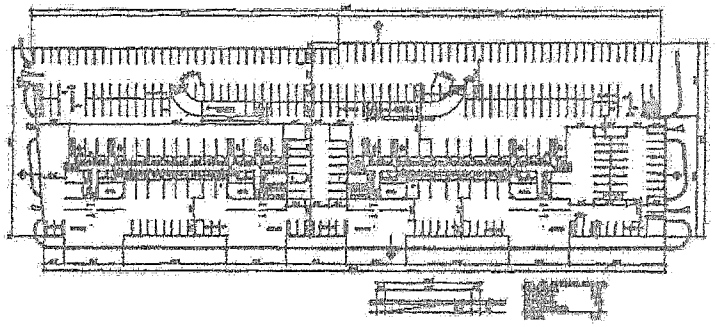


FIGURE 2
STUDY AREA AND ANALYZED INTERSECTIONS

ATTACHMENT NO. 12.157



DIMENSION PLAN



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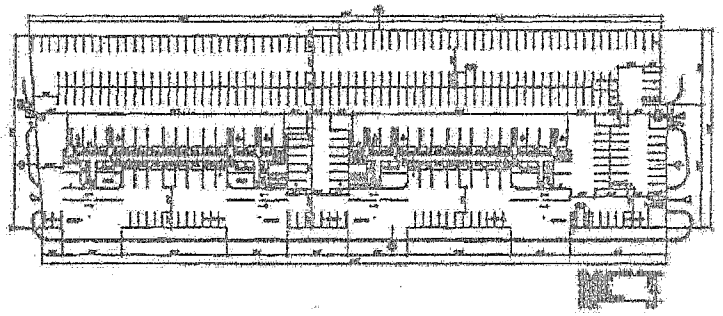

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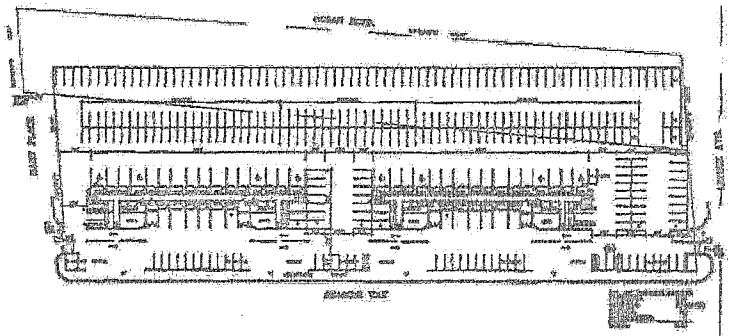

GARAGE LEVEL 1

KAKU ASSOCIATES

FIGURE 3
PROPOSED SITE PLAN

The project sought a parking variance based on actual parking demand experience at other Long Beach Coastal Zone residential developments and based on the changed conditions in downtown as described above. The City granted the parking variance and approved the project in March 2001.

The California Coastal Commission, however, has asked for additional backup regarding the parking demand patterns in dense residential developments. Specifically, the Commission asked that other urban residential developments in Southern California be studied to measure 1) the parking supply and 2) the actual parking demand.

STUDY PURPOSE

This report summarizes the results of parking studies conducted at dense residential developments in or immediately adjacent to the Coastal area in Southern California. Each residential development was visited late at night on a weekday to count the total number of spaces and the number of occupied spaces. Based on previous residential studies in Long Beach, the highest overall parking demand occurs on a weekday night.

METHODOLOGY

Residential developments in downtown San Diego, Long Beach, Santa Monica and Marina del Rey were surveyed to determine appropriate properties for study. These urban areas were selected because of their similarity to downtown Long Beach. San Diego has light rail transit similar to the proposed project site in Long Beach while Santa Monica and Marina del Rey are served by extensive bus systems.

City Planning/Redevelopment Departments were contacted for suggestions of candidate locations and field surveys were conducted in all four locations to identify prospective study locations. Over 40 developments were contacted to seek their cooperation and participation in the study. Of the locations contacted, 11 sites agreed to allow field crew late-night access to their parking garages for the purpose of collecting parking inventory and occupancy data. Each of these projects also agreed to divulge their dwelling unit breakdown and their lease/sale occupancy levels. Each project asked to remain anonymous.

The sites for the detailed parking counts were located in the following areas:

San Diego	3
Long Beach	4
Marina del Rey	2
Santa Monica	2
TOTAL	11

These locations were selected because they are urban areas with transit service and urban amenities similar to those available to the proposed project in Downtown long Beach. All of the sites were located in the Coastal Zone except for one San Diego site and one Long Beach site. These two sites were located in the downtown areas of these two cities, but in both cases the projects were located within two blocks of the Coastal Zone. Thus, the sites selected should represent the parking demands of the proposed project.

While the Urban Land Institute studies showed that there is no seasonal variation in residential parking demand, the parking counts summarized in this report cover three different months of the year – May, November and December.

II. PARKING SURVEY RESULTS

The eleven sites selected for detailed study are summarized in Table 1. The sites range in size from 88 dwelling units to 532 units, with both the largest and the smallest site located in Santa Monica.

All but one of the sites were virtually fully occupied with occupancy rates over 94%. The partially occupied site in San Diego is a new development that is still being leased.

SURVEY RESULTS

Table 1 summarizes the results of the parking surveys. The parking inventory and occupancy counts are shown for each of the sites.

San Diego -- Sites A, B and C

Sites A and B are located along the waterfront on Pacific Highway or Harbor Drive. Site A is a relatively new apartment development primarily made up of studio and 1-bedroom units. It provides 1 parking space per unit in a secured parking garage under the residential units. In terms of peak parking demand, the nighttime count showed a parking demand of 0.66 spaces per occupied dwelling unit.

Site B is a condominium site with a higher proportion of 2- and 3-bedroom units. It experiences one of the highest parking demand rates of 1.43 spaces per occupied dwelling unit. This site in only 60% occupied as it is a new site with condo sales underway. The first units in the building are actually generating parking demand at a rate higher than the overall parking supply for the project (1.43 sp/du demand for the first 193 units vs. an overall supply of 1.35 sp/du for the entire 321 units). The management of the building expects the parking demand to fall within the provided supply as the building fills. For the moment, however, the parking demand measured represents an

TABLE 1

SOUTHERN CALIFORNIA COASTAL ZONE RESIDENTIAL PARKING SURVEY

SITE	UNIT TYPE	LOCATION	NUMBER OF DWELLING UNITS							PARKING SUPPLY/DEMAND			
			STUDIO	1 BR	2 BR	3BR	TOTAL	% OCCUPIED	OCCUPIED DU	SUPPLY PROVIDED	RATIO (sp/du)	DEMAND	RATIO (sp/occ du)
PROJECT	R	Long Beach		357	189	10	556			1,008	1.81		
A	R	San Diego	181	176	30		387	98%	379	387	1.00	251	0.66
B	C	San Diego		46	216	59	321	60%	193	434	1.35	276	1.43
C	R	San Diego	56	110	26		192	98%	189	241	1.26	145	0.77
D	C	Long Beach					160	100%	160	248	1.55	148	0.93
E	C	Long Beach		105	115		220	98%	216	529	2.40	294	1.36
F	R	Long Beach		87	55		142	97%	138	212/397*	1.49/2.80*	174	1.26
G	R	Long Beach					184	100%	184	292	1.59	292	1.59
H	R	Marina del Rey	2	144	63	15	224	94%	209	351	1.57	256	1.22
I	R/C	Marina del Rey					168	100%	167	351	2.09	237	1.42
J	C	Santa Monica			88		88	100%	88	192	2.18	126	1.43
K	R	Santa Monica		328	204		532	94%	500	700	1.32	455	0.91

NOTE: Unit Type: R = Rental C = Condominium

* 212 spaces are provided for resident parking. An additional 185 spaces are shared between residential guest parking and visitor parking for the on-site retail in this mixed use development.

unconstrained demand because there were 198 empty parking spaces during the peak occupancy count.

Site C is an apartment development located in the Gaslamp District of Downtown San Diego. It has a high proportion of studios and 1-bedroom rental apartments and it provides 1.26 spaces per dwelling unit in a self-contained, secure garage on the site. Its peak parking demand represents a ratio of 0.77 spaces per occupied dwelling unit.

Long Beach – Sites D, E, F and G

The Long Beach counts included both weekday late night counts and Saturday evening counts in order to identify the peak parking patterns for residential developments. It was thought that the peak demand might occur on Saturday evening when guest parking at the development was at its peak. However, the peak parking demand for all three sites surveyed occurred during the late weeknight night count when the highest amount of residential parking demand occurred on site.

Site D

Site D, a 160-unit condominium located approximately one-half mile outside of downtown Long Beach along Ocean Boulevard, is fully occupied. Located on the south side of Ocean Boulevard, the site has a 248-space parking garage with 244 of the spaces located in a parking garage under the building. Access to the garage is restricted to residents. Guests are permitted into the garage only after checking in with the Concierge.

The project provides a supply of 1.55 spaces per dwelling unit. The late Friday night count showed a peak parking occupancy of 148 spaces – 0.93 spaces per dwelling unit. The Saturday evening count showed virtually the same guest parking demand, but the resident demand was lower at 7pm than it was at 1am (114 vs. 136 resident spaces occupied). Thus, the Saturday evening count showed an actual demand of 0.78 spaces per occupied dwelling unit.

Site E

The largest of the Long Beach sites, Site E is a 220-unit condominium development on the ocean side of Ocean Boulevard in downtown. The site provides a parking supply of 529 spaces – a parking ratio of 2.40 spaces per dwelling unit. The project has 52% of its condos in two-bedroom units as compared to only 36% large units in the proposed 350 East Ocean project.

This project has a large guest parking area that is accessible without passing through a control point. The guest area is monitored by closed circuit television to the security guard desk in order to prevent unauthorized use of these spaces. All residential spaces are located behind a control gate.

The parking occupancy surveys showed a peak parking demand of 294 spaces (1.36 spaces per occupied du) during the late Friday night count. The Saturday evening count showed an increased demand of 11 guest spaces, but the resident parking demand was lower than during the late Friday night count.

Site F

The parking supply for Site F is a 397-space parking garage shared by the residential units and by general visitors to the restaurants and retail shops in the Pine Street area. There are 212 spaces reserved for the residents of the project – a parking ratio of 1.49 spaces per dwelling unit. These spaces are either located behind gates or on the mid-level of the garage (prior to the gates) but marked by "Reserved for Resident Parking" signs.

The remaining spaces in the garage serve residential guests or serve general visitors to downtown Long Beach. This garage participates in the downtown visitor parking validation program.

The Friday late night count showed 114 occupied residential spaces (0.83 spaces per occupied du). During this same time period, there were 60 parking spaces occupied in the shared parking visitor area. Assuming that all 60 of these vehicles were associated

with the residential units and that none of the spaces was used by visitors to the retail/restaurants in downtown (a very conservative assumption), the peak parking demand would be 1.26 spaces per occupied dwelling unit.

There were 33 fewer resident spaces filled during the 7pm Saturday count. The public area of the garage (i.e. the visitor area) was more active during the 7pm count with 76 spaces filled.

Even if the highest public parking demand was added to the highest resident parking count, the parking demand would be 1.38 spaces per occupied du – well below the parking supply ratio proposed for the 350 East Ocean project. This calculation assumes that all of the vehicles parked on the upper levels of the garage are visitors to the residential units and none of the 60-76 occupied general parking spaces are serving the visitors to downtown Long Beach – a situation not likely to be the case.

Site G

Site G is a 266-unit apartment building located a few blocks east of downtown on the south side of Ocean Boulevard. The site has a parking supply of 292 spaces, for a parking ratio of 1.10 spaces per dwelling unit if all the units in the building were considered. However, not all of the 266 units are eligible to be served by the 292-space parking supply. The 82 efficiency units in the building are not allocated any parking spaces, and therefore the effective parking ratio for the building is 1.59 spaces per dwelling unit (292 spaces/184 1- and 2-bedroom units).

The manager stated that the 1- and 2-bedroom units have been offered parking and that they do not reserve all the spaces in the garage. Therefore, some of the efficiency units in the building are offered spaces on a monthly basis within the garage because larger units do not use all the spaces.

The management of this development would not allow our field crew into the building to conduct actual occupancy counts. He said that the garage was "full" at night. If the garage was indeed 100% occupied at night (a condition we did not find in any of the other 17 locations studied), the peak parking demand would fall between 1.10 and 1.59

spaces per dwelling unit. Since the larger units are not using all of the spaces, the parking demand for these larger units is less than the 1.59 spaces per unit provided.

Marina del Rey – Sites H and I

Site H is a 224-unit apartment complex located on the marina. It provides 332 on-site spaces in a parking garage located under the apartment buildings. In addition, 19 guest spaces are provided outside of the garage at the entry to the complex.

The parking supply ratio is 1.57 spaces per dwelling unit while the resulting parking demand experienced at the site is 1.22 spaces per occupied dwelling unit.

Site I is located along Via Marina immediately across the street from the waterfront. It provides 351 spaces on-site in a garage under the apartments for a parking supply ratio of 2.09 spaces per dwelling unit. The parking occupancy counts showed a peak parking demand of 1.42 spaces per occupied dwelling unit.

Santa Monica – Sites J and K

Sites J and K represent the smallest and largest sites surveyed, respectively. Site J is an 88-unit condominium that provides only two-bedroom units. The secure parking garage under the building provides 192 parking spaces – two for each unit plus one guest space for every six units. The resulting supply ratio is 2.18 spaces per dwelling unit. The peak parking demand at this development showed a parking demand of 126 spaces, for a parking demand ratio of 1.43 spaces per occupied dwelling unit.

Site K is a 532-unit apartment building with 62% of the units consisting of 1-bedroom apartments – a ratio very close to the proposed 350 East Ocean proposed project. Site K provides 700 parking spaces for a parking supply ratio of 1.32 spaces per dwelling unit. With 455 cars parked in the garage at the peak time, the project experiences a parking occupancy rate of 0.91 spaces per occupied dwelling unit.

DWELLING UNIT SIZE

The proposed project at 350 East Ocean would have 64% of its units configured as 1-bedroom units. Of the sites surveyed, those developments with the highest proportion of studio and 1-bedroom units, along with their corresponding parking demand ratios, are as follows:

Site	% Studio and 1-Bedroom	Peak Parking Demand
Proposed 350 East Ocean	64%	
A	92%	0.66 sp/du
C	86%	0.77 sp/du
H	65%	1.22 sp/du
L	62%	0.91 sp/du

As can be seen, the residential developments with the highest proportion of small units (i.e., studio and 1-bedroom) have the lower parking demand ratios among the surveyed sites.

With the proposed project at 350 East Ocean Boulevard having 64% small units, the proposed parking supply of 1.81 spaces per dwelling unit will be significantly higher than the demand patterns of any of the other developments with comparable small unit make-ups.

III. BACKGROUND DATA

The data presented in the previous chapter suggests that the required parking supply in residential developments in the Southern California Coastal Zone does not have to be 2.16 spaces per dwelling unit in order to satisfy the on-site parking demand of these developments. The Coastal Zone parking requirements were established for the Long Beach Local Coastal Plan over 20 years ago. This chapter discusses some of the demographic changes that have taken place over that time period and compares the LCP requirement for residential parking with other code requirements.

DEMOGRAPHICS

The demographics of a region and/or a market shape the residential projects that serve that market. High-density projects attract young single people and older couples whose children have left home. Therefore, the need for larger units with their higher parking requirements is reduced.

In the approximately 20 years since the Long Beach LCP has been developed, the trend is toward later marriages and families with fewer children. These factors lead to more (and older) single people and smaller families – all resulting in a reduction in parking demand over conditions prevalent 20 years ago.

In the last 10 years, the growth in the economy and changes in individual preferences have led to a lifestyle where people prefer to not have roommates. This leads to a greater demand for one-bedroom units (occupied by one person) and a higher use of two-bedroom units by a single person who uses the second bedroom as a study, home office, weekend bedroom for a child in custody, or a guest bedroom for an occasional visitor.

All of the above factors influence the size of units (with more small units being built), the density of habitation (with more single people occupying a one- or even two-bedroom unit) and the amount of parking needed to serve the new demographic.

PARKING ZONING CODES

Many cities have recognized the trend toward smaller units and reduced number of people per unit and have adjusted their parking requirements accordingly. San Diego, San Francisco, Chicago and New York have reduced the on-site parking requirement for residential in order to encourage and support the development of transit in their downtowns.

Table 2 shows a summary of parking zoning code requirements for selected California cities and counties. The parking requirement for each size unit is shown along with the requirement, if any, for additional guest parking. Also shown in the final column is a calculation of the parking requirement for the 350 East Ocean project if it were built under that code. The proposed parking supply for 350 East Ocean project in Long Beach would exceed the zoning code requirements in 36 cities and counties in California.

Other major cities across the United States have revised their zoning codes to reduce the amount of on-site parking for residential developments, such as:

Fort Lauderdale, Florida	No Parking Required
Dallas, Texas (Urban District)	1.0 space per du
Dallas, Texas (Remainder)	1.5 spaces per du
Seattle, Washington	1.1-1.5 spaces per du depending on the location within the City
Tucson, Arizona	1.25 spaces per du
Chicago, Illinois	1.0 space per du
Salt Lake City, Utah	0.5-1.0 space per du

Clearly the trend is to match the parking supply with the actual demand, and the parking zoning code requirements are being reduced to reflect lower parking demands.

TABLE 2
PARKING ZONING CODE REQUIREMENTS -- CALIFORNIA CITIES

CITY	PARKING SPACES REQUIRED PER UNIT (1)					RESULTING SPACES REQ'D FOR 350 E OCEAN
	STUDIO	1 BR	2 BR	3 BR	GUEST	
Daly City	1	1.5	2	2	0	934
Fairfield	1	1.3	1.5	2	0.2	879
Fresno	1.5	1.5	1.5	1.5	0	834
Hawaiian Gardens	1	1	1	1	0.33	739
Hayward	1.7	1.7	1.7	1.7	0	945
Irvine	1	1.4	1.6	2	0.25	961
La Mirada	1.5	1.5	2	2	0	934
Los Angeles	1	1	1	1.5	0	561
Napa	1.25	1.25	1.5	1.75	0.25	886
Newport Beach	1.5	1.5	1.5	1.5	0	834
Oakland	1.5	1.5	1.5	1.5	0	834
Oceanside	1.5	1.5	2	2	0	934
Palm Springs	1	1.25	1.5	2.25	0.25	891
Pasadena	1	1	2	2	0.1	811
Redlands	1	1	1.5	2	0	661
Richmond	1	1	1	1	0	556
Riverside	1.5	1.5	2	2	0	934
Riverside County	1.25	1.25	2.25	2.75	0	899
Sacramento	1.5	1.5	1.5	1.5	0.07	873
Salinas	1.6	1.6	1.6	1.6	0	890
San Buenaventura	1	1	2	2	0.25	894
San Diego CBD	1	1	2	2	0	755
San Diego County	1.5	1.5	1.5	2	0	839
San Francisco	1	1	1	1	0	556
San Jose	1.5	1.5	1.8	2	0	896
San Luis Obispo County	1	1	1.5	2	0.25	800
Santa Barbara County	1	1	2	2.5	0.2	871
Santa Maria	1.5	1.5	1.75	2	0	886
Santa Monica	1	1.5	2	2.5	0.2	1,002
Santa Rosa	1.5	1.5	2.5	2.5	0	939
Stockton	1	1	1	1	0	840
Thousand Oaks	1	1	1.5	2	0.5	844
Vallejo	1	1.5	2	2	0.2	950
Visalia	1	1	1	1	0	745
West Hollywood	1	1.5	2	3	0.25	894
Westminister	1.5	1.5	2	2.5	0	939

(1) Source: California Parking Standards for Selected Cities and Counties, Walker Parking Consultants, June 1995

RECENT PROJECT APPROVALS

San Diego

San Diego has over one dozen residential projects under construction or recently approved for construction in Downtown. Most are in or very near the Coastal Zone. These developments are following the City's Zoning Code that requires a minimum of 0.5 spaces per unit, but only allows a maximum of 1 space per unit for 1-bedroom and 2 spaces per unit for 2 or more bedrooms. Given the mix of small units in the downtown projects, all of the new developments are being constructed with parking ratios less than the 1.81 spaces per dwelling unit proposed by the 350 Ocean project in Long Beach.

As an example of the downtown San Diego projects now underway, Camden Development Company is constructing a six-floor, 160-unit project near the wharf. The project will contain 133 1-bedroom and 27 2-bedroom units. The parking supply for the project will provide 210 parking spaces for the tenants and guests – a parking ratio of 1.31 spaces per dwelling unit.

Long Beach

Recent residential projects proposed in downtown Long Beach have been approved with on-site parking ratios lower than the Coastal Zone parking requirements. The Park at Harbour View, by Camden Development, on Ocean Boulevard proposes a mixed-use project with apartments, condominiums, retail, restaurant, office and hotel uses. This project was approved with an overall parking supply of 3,696 spaces (including the existing spaces under the Sumitomo Bank building) – 1,299 of which are allocated to the residential portions of the development. This results in a parking ratio of 1.66 spaces per dwelling unit.

The 350 residential units associated with the Long Beach Plaza renovation were approved with a total of 700 nighttime spaces allocated to the residents. However, the overall parking demand for the project was calculated based on shared parking. During the peak parking hours of the day (mid-afternoon in this development) only 595 spaces

would be reserved for the residential units. This represents a parking ratio of 1.32 spaces per dwelling unit.

Both of these developments are mixed-use projects where guest parking demand may be served by spaces that may also be shared with other uses. However, the amount of parking allocated to the reserved residential parking is less than that "normally" required for residential projects. The reserved parking supply for the residents is consistent with the parking supply proposed for the 350 East Ocean project, and it is consistent with the parking occupancy counts conducted in downtown Long Beach.

Marina del Rey

Los Angeles County recently approved a project on Panay Way and Via Marina on the west side of Marina del Rey. This mixed-use development included 1,201 residential units, boat slip reconstruction and the development of 10,000 sf of visitor-serving retail and commercial space. The project allocates 1,725 parking spaces to the residential units, representing a parking supply ratio of 1.44 spaces per dwelling unit.

Los Angeles

The Los Angeles Sports and Entertainment District is a recently approved, mixed-use development in downtown Los Angeles adjacent to the STAPLES Center. The project includes two hotels with 1,800 total rooms, a live theater with 7,000 seats, approximately 1 million square feet of retail/restaurant/entertainment and 300,000 square feet of office. The project also includes a residential component of 800 dwelling units. The parking supply for the project will consist of approximately 5,300 parking spaces of which 800 will be reserved for the residential units. This represents a parking ratio of 1.0 spaces per unit.

PARKING COUNTS IN SAN DIEGO

In researching locations for possible analysis as a part of this study, recent counts in high-rise apartment complexes in the University City/La Jolla area of the City of San

Diego. Darnell & Associates counted the parking supply and demand at seven apartment projects in November 1996. Occupancy counts were conducted hourly from 7pm to midnight on both weeknights and Saturday nights. As was the case in the Long Beach counts described in the previous chapter, the peak occupancy occurred consistently during the midnight weekday count.

To be conservative, Darnell & Associates included the on-street curb spaces near each of the developments in the parking demand counts.

Table 3 shows the results of the Darnell counts. Even with the adjacent curb spaces counted as on-site parking demand, the peak parking ratios for these sites ranged from 1.15 to 1.52 spaces per dwelling unit – well within the 1.81 spaces per du supply proposed for the 350 East Ocean project.

Consistent with the 2001 counts conducted by Kaku Associates, the 1996 San Diego counts by Darnell show that the parking supply proposed by the 350 East Ocean project will be more than sufficient to meet the parking demand.

TABLE 3
PARKING OCCUPANCY COUNT RESULTS
RESIDENTIAL DEVELOPMENTS IN SAN DIEGO, CALIFORNIA

SITE	UNIT TYPE	NO. OF UNITS	PARKING SUPPLY		PARKING DEMAND	
			NO. OF SPACES	RATIO (sp/du)	SPACES OCCUPIED	RATE (sp/du)
Nobel Court	R	685	1,296	1.89	786	1.15
La Regencia	R	560	1,185	2.12	851	1.52
La Cima	R	514	902	1.75	607	1.18
La Scala	R	354	699	1.97	511	1.44
Las Flores	R	312	566	1.81	431	1.38
Trieste Villas	R	302	669	2.22	428	1.42
Valentia at Renaissance	R	318	616	1.94	482	1.52

NOTE: Unit Type: R = Rental
SOURCE: Darnell & Associates, Inc., Parkng Study for Avventura Apartment Complex, December 1996

IV. SUMMARY

The proposed residential development At 350 East Ocean Boulevard in downtown long Beach will provide 1,008 parking spaces to support 556 apartment units. This parking ratio of 1.81 spaces per dwelling unit is less than the amount required by the Local Coastal Plan, but the project was approved by the City of Long Beach based on parking occupancy counts at other Long Beach developments. The California Coastal Commission has requested additional parking data be collected to justify the parking proposed for the development.

Parking occupancy counts at eleven Southern California residential developments were conducted and the results of these counts show that the actual parking demand for guests and residents combined ranges form 0.66 to 1.59 spaces per occupied dwelling unit. Developments with a high proportion of studio and one-bedroom units (similar to the proposed 350 East Ocean project) tend to experience parking demands in the lower end of this range.

A 1996 survey of seven high-density apartment complexes in northern San Diego showed peak parking demand ratios of 1.15 to 1.52 spaces per dwelling unit.

In addition, a review of the zoning codes in California cities sowed that the proposed parking supply for the 350 East Ocean project would exceed the parking requirements in 36 cities in California.

When the parking supply and demand at the eighteen study sites are compared to the proposed parking supply at the 350 East Ocean project, the parking demand at all of the study sites is less than the 1.81 spaces per dwelling unit proposed for the 350 East Ocean Boulevard project. There is no site that experiences a parking demand that would tax the proposed parking supply of the 350 East Ocean project.

The usage patterns in the residential projects studied show that the parking supply proposed for the 350 East Ocean project would be more than adequate to meet the peak

parking demand. The proposed parking supply would accommodate peak parking demand with no project parking overflow onto adjacent streets.

CALIFORNIA COASTAL COMMISSION
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W20b

Filed:	6/03/11
49th Day:	7/22/11
180th Day:	11/30/11
Staff:	Al Padilla-LB
Staff Report:	7/19/11
Hearing Date:	8/10-12/11

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-11-137

APPLICANT: 301 Ocean Development, Llc.

AGENT: Trammell Crow Company

PROJECT LOCATION: 301 Ocean Avenue, Santa Monica

PROJECT DESCRIPTION: The applicant proposes to demolish an existing two-story, 47 unit apartment complex and construct a four-story, 45 foot high, 20 unit condominium complex, with 45 parking spaces within two subterranean parking levels and 35,000 cubic yards of excavation.

Lot Area:	1.01 acres
Building Coverage:	21,400 square feet
Pavement Coverage:	14,344 square feet
Landscape Coverage:	8,070 square feet
Parking Spaces:	45
Zoning:	R-4 (high density residential)
Ht above final grade:	45 feet

LOCAL APPROVALS RECEIVED: Development Review Permit 10-001, Tract Map 10-002

SUBSTANTIVE FILE DOCUMENTS: Santa Monica certified Land Use Plan, certified in 1992; *301 Ocean Avenue Condominium Project*, Final initial Study/Mitigated Negative Declaration, August 2010.

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval with special conditions on the basis that the project, as conditioned, conforms with the public access and resource protection policies of the Coastal Act. Special Conditions include: 1) submittal of landscape plans; 2) water quality mitigation; 3) conformance with geotechnical recommendations; and 4) archaeological resource recovery plan.

ATTACHMENT NO. 12.177
EXHIBIT I

I. STAFF RECOMMENDATION:

MOTION: *I move that the Commission approve Coastal Development Permit No. 5-11-137 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS:

1. Landscape Plan

A. Prior to issuance of the coastal development permit, the applicant shall submit, for review and approval of the Executive Director, a landscaping plan. The plan shall be prepared by a licensed landscape architect. To minimize the need for irrigation and minimize encroachment of non-native plant species into adjacent areas, all landscaping shall consist of native and/or drought tolerant non-invasive plant species. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council (formerly known as the California Exotic Pest Plant Council), or as may be identified from time to time by the State of California shall be utilized on the property. No plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property. All plants employed on the site shall be drought tolerant (low water use) plants identified by U.C. Davis and the Water Resources Board.

B. The permittee shall undertake development in accordance with the final plans approved by the Executive Director pursuant to this condition. Any proposed changes to the approved plans shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

With the acceptance of this permit the applicant agrees to comply with all applicable City of Santa Monica water quality requirements as required under the City's Municipal Code that are in effect at the time of approval of this permit.

2. Water Quality Standards

With the acceptance of this permit the applicant agrees to comply with all applicable City of Santa Monica water quality requirements as required under the City's Municipal Code that are in effect at the time of approval of this permit.

3. Conformance of Design and Construction Plans to Geotechnical Report

A. All final design and construction plans, including foundations, floor plans and grading shall be consistent with all recommendations contained in the Geotechnical Report prepared by Geotechnical Professionals Inc., dated April 8, 2010. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicants shall submit, for the Executive Director's review and approval, evidence that an appropriate licensed professional has reviewed and approved all final design and construction plans and certified that each of those final plans is consistent with all of the recommendations specified in the above-referenced geologic evaluation approved by the California Coastal Commission for the project site.

B. The permittees shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. Archaeological Resources

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and approval of the Executive Director an archeological monitoring plan prepared by a qualified professional, that shall incorporate the following measures and procedures:

1. The monitoring plan shall ensure that any prehistoric or historic archaeological or paleontological cultural resources that are present on the site and could be impacted by the approved development will be identified so that a plan for their protection can be developed. To this end, the cultural resources monitoring plan shall require that archaeological and Native American monitors be present during all grading operations unless the applicant submits evidence, subject to the review and approval of the Executive Director, that a more complete survey of cultural resources adjacent to and within a one-half mile radius of the project site finds no cultural resources. If cultural resources are found adjacent to, or within a one-half mile radius of the project site, the applicant may choose to prepare a subsurface cultural resources testing plan, subject to the review and approval of the Executive Director, in-lieu of proceeding with development with the presence of archaeological and Native American monitors on the site during grading activities. If the subsurface cultural resources testing plan results in the discovery of cultural resources, the applicant shall prepare a mitigation plan, which shall be peer reviewed and reviewed by the appropriate Native American tribe, and shall apply for an amendment to this permit in order to carry out the mitigation plan.

There shall be at least one pre-grading conference with the project manager and grading contractor at the project site in order to discuss the potential for the discovery of archaeological or paleontological resources.

2. Archaeological monitor(s) qualified by the California Office of Historic Preservation (OHP) standards, Native American monitor(s) with documented ancestral ties to the area appointed consistent with the standards of the Native American Heritage Commission (NAHC), and the Native American most likely descendent (MLD) when State Law mandates identification of a MLD, shall monitor all project grading, if required in the approved cultural resources monitoring plan required above.

3. If required by the above cultural resources monitoring plan to have archeological and Native American monitors present during grading activities, the permittee shall provide sufficient archeological and Native American monitors to assure that all project grading that has any potential to uncover or otherwise disturb cultural deposits is monitored at all times;

4. If any archaeological or paleontological, i.e. cultural deposits, are discovered, including but not limited to skeletal remains and grave-related artifacts, artifacts of traditional cultural, religious or spiritual sites, or any other artifacts, all construction shall cease within at least 50 feet of the discovery, and the permittee shall carry out significance testing of said deposits in accordance with the attached "Cultural Resources Significance Testing Plan Procedures" (Appendix 1). The permittee shall report all significance testing results and analysis to the Executive Director for a determination of whether the findings are significant.

5. If the Executive Director determines that the findings are significant, the permittee shall seek an amendment from the Commission to determine how to respond to the findings and to protect both those and any further, cultural deposits that are encountered. Development within at least 50 feet of the discovery shall not recommence until an amendment is approved, and then only in compliance with the provisions of such amendment.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. Project Description and Location

The applicant proposes to demolish an existing two-story, 47 unit apartment complex with one level of subterranean parking, and construct a four-story, 45 foot high, 20-unit condominium complex, with 45 parking spaces within two subterranean parking levels. In order to construct the subterranean parking levels, the applicant is proposing to excavate 35,000 cubic yards and export the material outside of the coastal zone.

To meet the City's affordable housing obligation under the Mello Act and City Municipal Code, the project will provide 25% of the total units, or five ownership units, for moderate-income households.

The proposed project site is located at the southwest corner of Ocean Avenue and San Vicente Boulevard in the northern part of the City of Santa Monica. Along the western boundary the property backs up to an alley, First Court. The site is a 1.01 acre parcel of land that is irregular in shape. The parcel's perimeter is curved along the edge of the street at the southeast intersection of Ocean Avenue and San Vicente Boulevard, creating a pie-shaped parcel. The project site is on the east side of Ocean Avenue , across from the bluff top park, Palisades Park, which overlooks Pacific Coast Highway, the beach, ocean, and Santa Monica Pier to the south. The project site is zoned R4, high-density residential. The surrounding area is developed with multi-story multiple-family residential buildings ranging from two to seventeen stories in height.

The project will consist of three separate buildings around an open courtyard with open walkways connecting the buildings. The two buildings located parallel to First Court and the south property line, respectively, will be four stories with a maximum building height of 45'-0" feet above grade. The third building, located along the curved frontage of the site, will be three stories and 37'-2" above grade.

Pedestrian access to the complex will be provided from Ocean Avenue and San Vicente Boulevard. Vehicular access to the two subterranean parking levels will be provided from First Court.

The proposed development will be designed to achieve a minimum of LEED (Leadership in Energy and Environmental Design) Silver certification, with Gold as the goal, and will include sustainable elements involving building design and materials, onsite energy generation from photovoltaic systems and energy savings from green energy design, energy and water use reduction strategies, drought-tolerant, non-invasive landscaping, and recycling of construction and consumer waste.

B. Parking

Section 30252 of the Coastal Act states in Part:

> *The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation...*

In addition, policy #20 of the Santa Monica certified Land Use Plan states in part that:

> *New development shall provide adequate parking to meet all demands created by the development...*

The applicant is proposing to demolish the existing 47 unit apartment, with 44 parking spaces and construct 20 condominium units with 45 parking spaces. Through past Commission permit action the Commission has established for multi-family residential development a parking ratio of 2 parking spaces per unit, plus 1 guest parking space per every four units for projects along Ocean Avenue. The existing complex provided only .9 parking spaces per unit, and based on Commission's parking requirements the existing residential complex was significantly under parked. Maintaining the existing density on-site would be economically infeasible due to the large amount of parking needed to meet current parking requirements. The proposed project will provide parking at the Commission's current parking ratio of 2 parking spaces per unit with 1 guest parking space per four units, for a total of 45.

By demolishing the existing multi-family structure and constructing a new multi-family structure that is consistent with the Commission's on-site parking requirements, the proposed project will improve the on-street parking situation along the surrounding streets by reducing the on-street residential demand caused by older developments that have inadequate on-site parking. By reducing the on-street residential parking demand by these existing older non-conforming structures, existing street parking spaces will become more available for public use for accessing the nearby Palisades Park and even for beach access via the various pedestrian bridges that provide access down to the beach from Palisades Park. The Commission, therefore, finds that, as proposed, the project will not adversely impact coastal access and will be consistent with Section 30252 of the Coastal Act and with the applicable policies of the City's certified LUP.

C. Development

Section 30250 of the Coastal Act states in part that:

> *(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have a significant adverse effects, either individually or cumulatively, on coastal resources.*

Section 30251 of the Coastal Act states in part that:

> *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 views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.*

Policy 70 of the certified LUP states:

> *The City shall develop standards to assure that new development along Adelaide Drive and all other scenic corridors and designated viewing areas, as indentified in Visual Resources Map*

#13, is designed and sited to be visually compatible with the character of the surrounding area, restores and enhances visual quality in visually degraded areas, and protects public views to the coast and scenic coastal areas. Public views shall mean views to the ocean from the public right of way of streets and designated public viewing areas.

The project is located at the corner of San Vicente Boulevard and Ocean Avenue. Ocean Avenue is a north- south trending street paralleling Palisades Park, which is a bluff top park above Pacific Coast Highway and overlooking the coast. San Vicente Boulevard is perpendicular to Ocean Avenue and forms a curve in front of the project site as it transitions from Ocean Avenue.

The proposed project is designed with at-grade setbacks and upper level stepbacks to provide architectural articulation, and is designed with 3 stories along Ocean and San Vicente Boulevard and 4 stories away from the streets to provide better pedestrian scale. At 3 to 4 stories, the scale of the proposed development is compatible with the surrounding development that range from 3 to 17 stories in the immediate area.

Section 30604(f)(g) of the Coastal Act encourages the provision of affordable housing and the project will provide five affordable on-site units. Although the Coastal Act encourages the provision of affordable housing, all development still needs to be designed to be consistent with the visual and resource protection policies of the Coastal Act. As proposed, the five on-site affordable housing units will be incorporated into one of the three separate buildings which will maintain the scale and compatibility with the surrounding area.

Furthermore, the proposed project will underground all existing utilities along the entire length of First Court, from San Vicente Boulevard to Georgina Avenue. Although the utilities are on the inland side of existing development along Ocean Avenue and do not interfere with or detract from coastal views that may be available from the surrounding streets, the removal of these utilities and poles will improve the appearance of First Court.

The project will also include sustainable design features for a minimum LEED certification of Silver, with a goal for Gold certification, and will include drought tolerant landscaping with non-invasive plant species. Such plantings will keep water use to a minimum and will also reduce off-site sedimentation and runoff. To ensure that the project will include and maintain drought tolerant and non-invasive plant species, Special Condition No. 1 requiring the applicant to submit and implement a landscape plan that consists of drought tolerant, non-invasive plants is necessary.

As proposed, the project will not significantly impact coastal views from along Ocean Avenue or San Vicente Boulevard and will be compatible with the height and mass of surrounding development. The Commission, therefore, finds that the project as conditioned will be compatible with the character and scale of the surrounding uses and with Sections 30240, 30250 and 30251of the Coastal Act.

D. Control of Polluted Runoff

Section 30230 states:

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30231 states:

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

The proposed project poses a potential source of pollution due to contaminated runoff from the proposed parking lot and other hardscape. The City, to mitigate potential impacts for all development, has adopted an Urban Runoff Ordinance. The ordinance requires projects to incorporate best management practices with extensive recommendations and measures to reduce or prevent contaminants from running off the site. The City requires all new development to achieve twenty- percent reduction of the projected runoff for the site with design features such as biofiliters and retention structures, and also requires the use of oil and water separators or clarifiers to remove petroleum-based contaminants and other pollutants. The City's Best Management Practices are designed to treat, infiltrate or filter the amount of stormwater runoff up to the 85% percentile for a 24 hour storm event. Furthermore, the City has a new state-of-the-art stormwater treatment facility that treats all dry weather storm runoff. Runoff from all new development is directed to existing stormdrains, which direct stormwater to the treatment facility.

Coastal Commission water quality staff has previously reviewed the City of Santa Monica's water quality standards for similar projects and have determined that the City's standards are consistent with standards imposed by the Commission. To ensure that the development complies with the City requirements, a special condition is necessary that requires the applicant to agree to comply with the water quality requirements of the City. The Commission, therefore, finds that, as conditioned, the development will be consistent with Section 30230 and 30231 of the Coastal Act.

E. Geology

Section 30253 of the Coastal Act states in part:

> *New development shall:*
>
> *(l) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
> *(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*

According to the Geotechnical Investigation, prepared by the applicant's consulting Geotechnical engineer, the subsurface profile consists of undocumented fill and natural soils. Groundwater was not encountered within the 66 foot depth explored and based on the depths planned for the subterranean parking levels groundwater is not anticipated to be encountered.

There are no known faults in the area and the site is located outside of the liquefaction zone, based on the "Seismic Hazard Zones" map issued by the State of California, and according to the report, the project site is considered as having very low susceptibility to liquefaction.

The report concludes that development of the site is feasible from a geotechnical engineering viewpoint provided their recommendations are incorporated into the design. Recommendations include grading, foundation design and construction. To ensure that the recommendations made by the consultants are implemented, the applicant shall submit plans reviewed and approved by their geotechnical consultants indicating that all recommendations have been incorporated into the design. The Commission, therefore, finds that only as conditioned will the proposed development be consistent with Section 30253 of the Coastal Act and the certified LUP.

F. Cultural Resources

Section 30244 of the Coastal Act states:

> *Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.*

The proposed site is currently developed and has been disturbed in the past including excavation for the existing subterranean parking level. According to archaeological records no identifiable historical, archaeological, and/or paleontological resources exist on the project site.

Although no known archaeological or paleontolgical resources have been discovered in the past, the proposed project does include further excavating of the site and the Commission has required applicants proposing large or deep grading activities to monitor all grading and construction activities within areas of potential archaeological or paleontolgical resources and

has also required appropriate recovery and mitigation measures regarding excavation, reporting and curation. To ensure that the project is consistent with past Commission action, Special Condition No. 4 is necessary to ensure consistency with the Coastal Act. As part of the condition, a monitoring plan shall be submitted and reviewed and approved by the Executive Director. The monitoring plan shall require that archaeological and Native American monitors be present during all grading operations, unless the applicant submits evidence that a more complete survey of cultural resources finds no cultural resources adjacent to, or within a one-half mile radius of the project site.

Once a site is determined to contain significant cultural resources, a Treatment Plan (Mitigation Plan) shall be prepared and reviewed by the appropriate Federal and State reviewing agencies (see Appendix 1, Cultural Resources Significance Testing Plan Procedures). The Treatment Plan will outline actions to be implemented to mitigate impacts to the cultural resources found at the site(s). To determine whether the Treatment Plan is consistent with the proposed permit or if an amendment to this permit is required, the applicant shall submit a copy of the Treatment Plan to the Commission. The Executive Director, after review of the Treatment Plan, shall determine if an amendment will be required. The Executive Director will require an amendment if there is significant additional excavation required or there is a significant change in area of disturbance or change in the type of excavation procedures.

In the event that grave goods are found the Los Angeles County Coroner's Office must be notified in compliance with state law, and they in turn will request the Native American Heritage Commission to determine the cultural affiliation.

The Commission's Archaeological Guidelines (Appendix 1) also recommend that the research design include arrangements for curation of collections when appropriate, and dissemination of the research findings. Regarding curation, there must be some assurance that the collection and related field records, catalogs and reports will be properly curated. Without proper curation there is no assurance that the value of information obtained will be retained in perpetuity. A qualified curation facility is one that meets the State Historic Preservation Office (SHPO) guidelines, such as the San Bernardino County Museum. However, there is no guarantee that the facility will be able to accept the collections once the artifacts are ready for curation. Consequently, if another facility is available that meets SHPO's guidelines, it would also be appropriate to allow curation to occur there. In any case, curation of any significant artifacts must be assured in order to find that the proposed project meets Section 30244 of the Coastal Act's requirement for reasonable mitigation. Therefore, as a condition of approval, artifacts of significant cultural value collected as a result of this project at the archaeological sites shall be curated at a qualified curation facility. If no qualified curation facility is available at the time the project is complete, an amendment to this permit shall be required to determine the appropriate curation process. The Commission finds, therefore, that as conditioned, the proposed project is consistent with Section 30244 of the Coastal Act.

G. Local Coastal Program

Section 30604(a) of the Coastal Act states that:

Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).

In August 1992, the Commission certified, with suggested modifications, the land use plan portion of the City of Santa Monica's Local Coastal Program, excluding the area west of Ocean Avenue and Neilson Way (Beach Overlay District), and the Santa Monica Pier. On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications.

The subject site is suitable for residential development as proposed. As proposed the project will not adversely impact coastal resources or access. The Commission, therefore, finds that the proposed project will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare implementation for a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

H. CEQA

The City of Santa Monica is the lead agency for the purposes of CEQA. A Mitigated Negative Declaration was prepared for this project in accordance with the California Environmental Quality Act.

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

There are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the proposed project is found consistent with CEQA and the policies of the Coastal Act.

APPENDIX 1

CULTURAL RESOURCES SIGNIFICANCE TESTING PLAN PROCEDURES

A. An applicant seeking to recommence construction following discovery of the cultural deposits shall submit a Significance Testing Plan for the review and approval of the Executive Director. The Significance Testing Plan shall identify the testing measures that will be undertaken to determine whether the cultural deposits are significant. The Significance Testing Plan shall be prepared by the project archaeologist(s), in consultation with the Native American monitor(s), and the Most Likely Descendent (MLD) when State Law mandates identification of a MLD. The Executive Director shall make a determination regarding the adequacy of the Significance Testing Plan within 10 working days of receipt. If the Executive Director does not make such a determination within the prescribed time, the plan shall be deemed approved and implementation may proceed.

1. If the Executive Director approves the Significance Testing Plan and determines that the Significance Testing Plan's recommended testing measures are de minimis in nature and scope, the significance testing may commence after the Executive Director informs the permittee of that determination.

2. If the Executive Director approves the Significance Testing Plan but determines that the changes therein are not de minimis, significance testing may not recommence until after an amendment to this permit is approved by the Commission.

3. Once the measures identified in the significance testing plan are undertaken, the permittee shall submit the results of the testing to the Executive Director for review and approval. The results shall be accompanied by the project archeologist's recommendation as to whether the findings are significant. The project archeologist's recommendation shall be made in consultation with the Native American monitors and the MLD when State Law mandates identification of a MLD. The Executive Director shall make the determination as to whether the deposits are significant based on the information available to the Executive Director. If the deposits are found to be significant, the permittee shall prepare and submit to the Executive Director a supplementary Archeological Plan in accordance with subsection D of this condition and all other relevant subsections. If the deposits are found to be not significant, then the permittee may recommence grading in accordance with any measures outlined in the significance testing program.

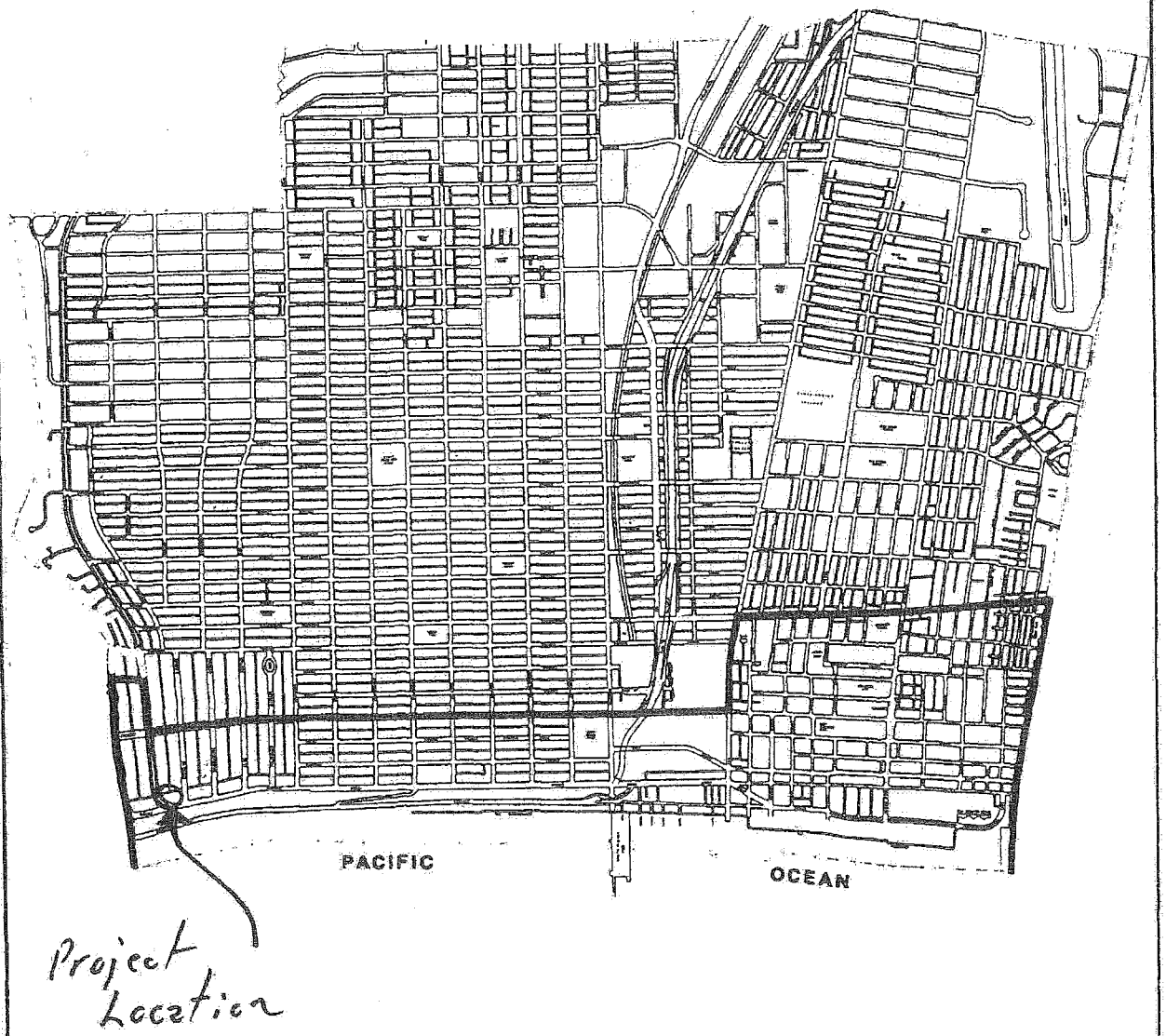
B. An applicant seeking to recommence construction following a determination by the Executive Director that the cultural deposits discovered are significant shall submit a supplementary Archaeological Plan for the review and approval of the Executive Director. The supplementary Archeological Plan shall be prepared by the project archaeologist(s), in consultation with the Native American monitor(s), the Most Likely Descendent (MLD) when State Law mandates identification of a MLD, as well as others identified in subsection E of this condition. The supplementary Archeological Plan shall identify proposed investigation and mitigation measures. The range of investigation and mitigation measures considered

shall not be constrained by the approved development plan. Mitigation measures considered may range from in-situ preservation to recovery and/or relocation. A good faith effort shall be made to avoid impacts to cultural resources through methods such as, but not limited to, project redesign, capping, and placing cultural resource areas in open space. In order to protect cultural resources, any further development may only be undertaken consistent with the provisions of the Supplementary Archaeological Plan.

1. If the Executive Director approves the Supplementary Archaeological Plan and determines that the Supplementary Archaeological Plan's recommended changes to the proposed development or mitigation measures are de minimis in nature and scope, construction may recommence after the Executive Director informs the permittee of that determination.

2. If the Executive Director approves the Supplementary Archaeological Plan but determines that the changes therein are not de minimis, construction may not recommence until after an amendment to this permit is approved by the Commission.

C. Prior to submittal to the Executive Director, all plans required to be submitted pursuant to this special condition, except the Significance Testing Plan, shall have received review and written comment by a peer review committee convened in accordance with current professional practice that shall include qualified archeologists and representatives of Native American groups with documented ancestral ties to the area. Names and qualifications of selected peer reviewers shall be submitted for review and approval by the Executive Director. The plans submitted to the Executive Director shall incorporate the recommendations of the peer review committee. Furthermore, upon completion of the peer review process, all plans shall be submitted to the California Office of Historic Preservation (OHP) and the NAHC for their review and an opportunity to comment. The plans submitted to the Executive Director shall incorporate the recommendations of the OHP and NAHC. If the OHP and/or NAHC do not respond within 30 days of their receipt of the plan, the requirement under this permit for that entities' review and comment shall expire, unless the Executive Director extends said deadline for good cause. All plans shall be submitted for the review and approval of the Executive Director.



MAP 3

Santa Monica Coastal Zone

SANTA MONICA LOCAL COASTAL PROGRAM

Feet

0 2000 Ft

EXHIBIT NO. 1

Application Number

5-11-137

Vicinity Map

California Coastal Commission

ATTACHMENT NO. 12.191

4293

SCALE 1" = 400'

1998

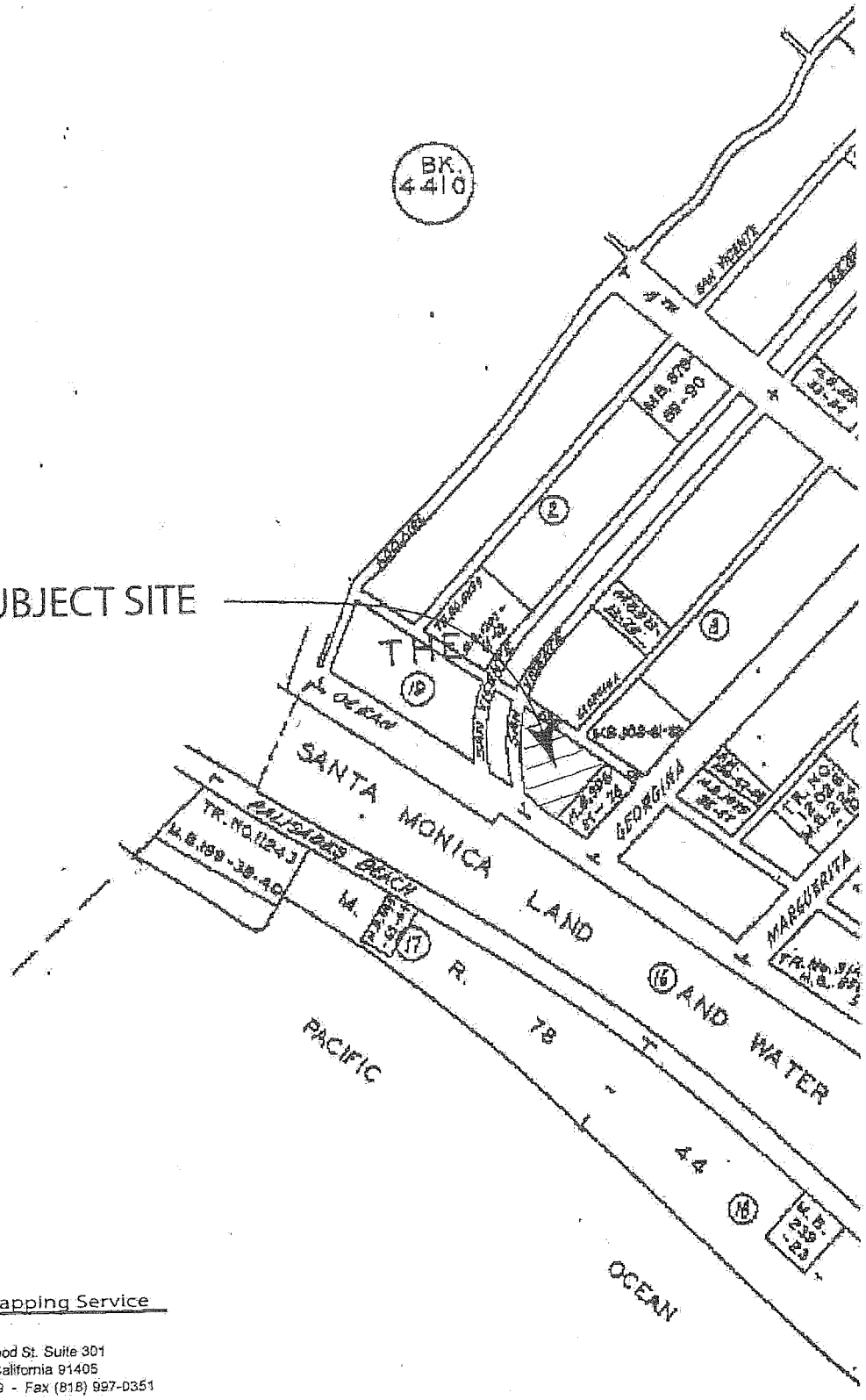


EXHIBIT NO. 2

Application Number

5-11-137

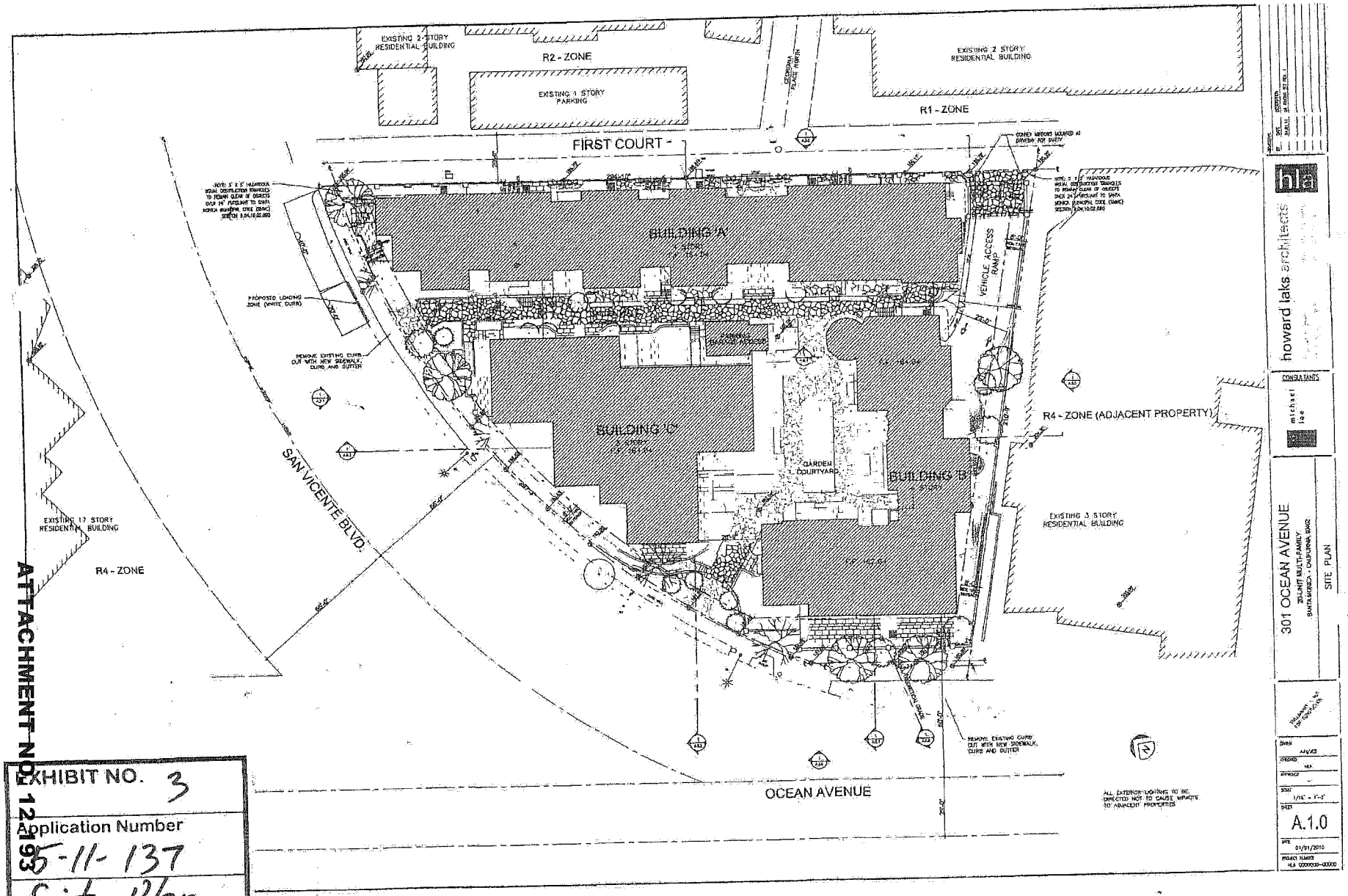
Parcel Map

California Coastal Commission

Quality Mapping Service

4549 Archwood St. Suite 301
Van Nuys, California 91405
(818) 997-7949 - Fax (818) 997-0351
qmapping@qesqms.com

ATTACHMENT NO. 12.192



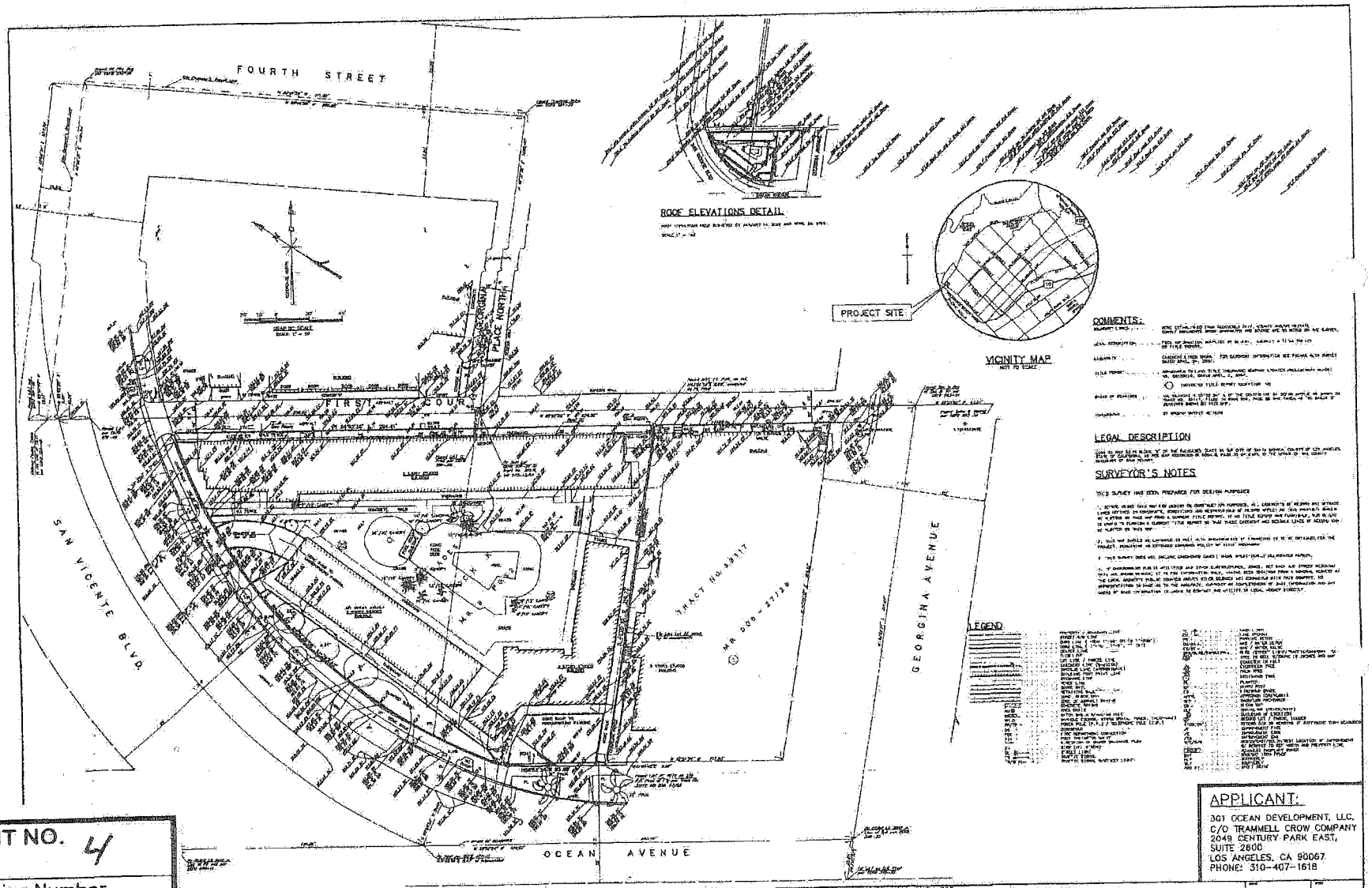
ATTACHMENT NO. 12

EXHIBIT NO. 3

Application Number 5-11-137

Site Plan

California Coastal Commission



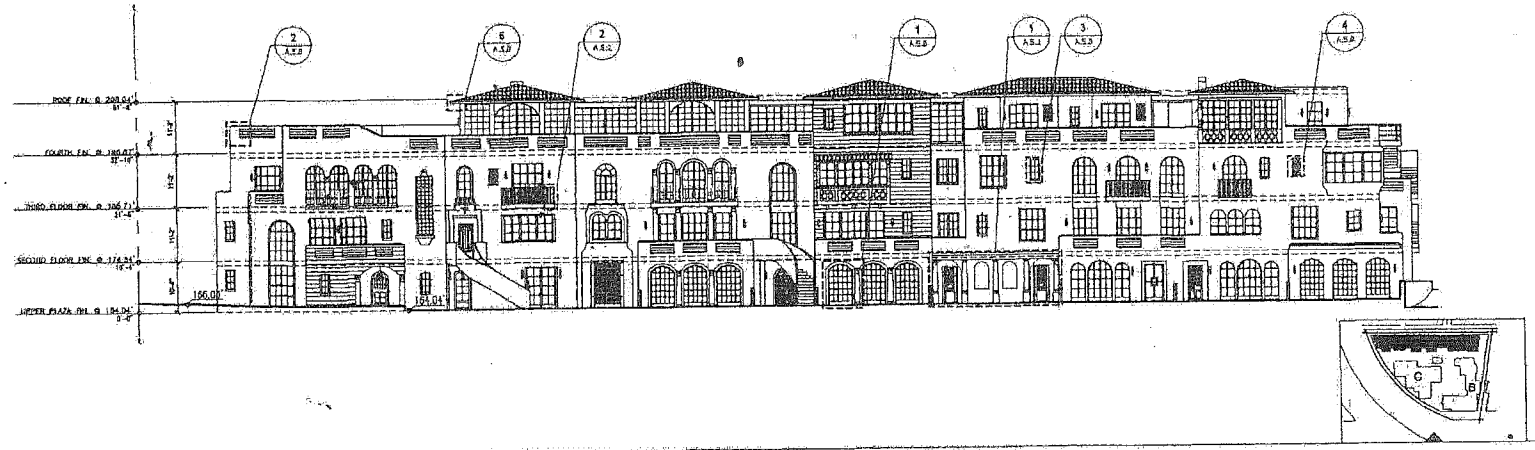
ATTACHMENT NO. 12-194

EXHIBIT NO. 4

Application Number 5-11-137

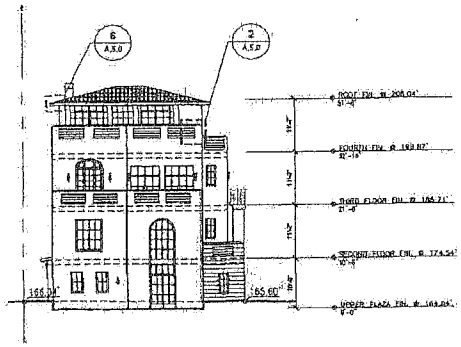
Existing Site Plan

California Coastal Commission



1 WEST ELEVATION BUILDING 'A'

SCALE: 3/32" = 1'-0"



ELEVATION BUILDING 'A'

SCALE: 3/32" = 1'-0"

hla

howard laks architects

CONSULTANTS

michael lee

301 OCEAN AVENUE

20-UNIT MULTI-FAMILY

SANTA MONICA - CALIFORNIA 90402

BUILDING 'A' - WEST & NORTH ELEVATIONS

PRELIMINARY NOT FOR CONSTRUCTION

DRAWN: ASI

CHECKED: HLA

APPROVED: -

SCALE: 3/32" = 1'-0"

SHEET: A.3.4

DATE: 01/01/2010

PROJECT NUMBER: HLA 0700000-00000

ATTACHMENT NO. 12-195

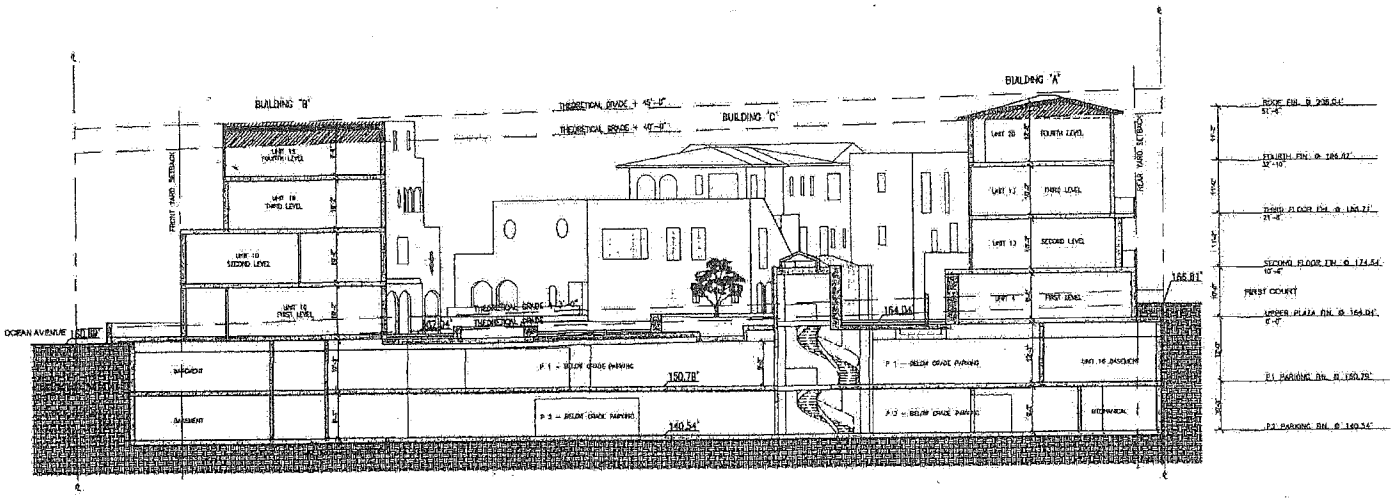
EXHIBIT NO. 5

Application Number

5-11-137

Elevation

California Coastal Commission



VOLUME CALCULATION:

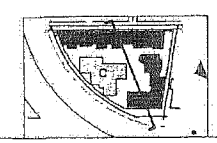
THE BUILDING VOLUME ABOVE FORTY FEET SHALL NOT EXCEED FIFTY PERCENT OF THE PARCEL COVERAGE OF THE STORY IMMEDIATELY BELOW THE FORTY FOOT HEIGHT ELEVATION, MULTIPLIED BY FIVE. PARAPETS EXTENDING ABOVE FORTY FEET SHALL BE INCLUDED IN THE BUILDING VOLUME CALCULATION.

50% OF FOURTH STORY (MPC) 10,954 SQ. FT. = 5,477 SQ. FT.

ALLOWED BUILDING VOLUME ABOVE 40'

5,477 SQ. FT. x 5' = 27,385 CU.FT. (MAX. ALLOWABLE)

PROPOSED CUBIC FEET = 27,069 CU.FT. (316 CU.FT. UNDER MAX. ALLOWABLE)



N @ THEORETICAL GRADE

SCALE: 3/32" = 1'-0"

howard laks architects

CONSULTANTS

michael lee

301 OCEAN AVENUE

20-UNIT MULTI-FAMILY

SANTA MONICA • CALIFORNIA 90402

SECTION @ THEORETICAL GRADE

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN: AJH

CHECKED: RLA

APPROVED:

SCALE: 3/32" = 1'-0"

SHEET: A.6.0

DATE: 01/01/2010

PROJECT NUMBER: HLA 9800000-00000

EXHIBIT NO. 6

Application Number 5-11-137

Cross-Section

California Coastal Commission

ATTACHMENT NO. 12196

301 Ocean Avenue

SANTA MONICA, CALIFORNIA 90402

CALIFORNIA COASTAL COMMISSION
SUBMITTAL SET

Date 5.31.11
Planner TK
Comments.
Approval in concept

NOTE: [illegible] changes to these plans shall be submitted to Planning and Zoning for [illegible] changes [illegible] approvals. Additional [illegible] may be applicable [illegible] of a Certificate of [illegible]. Check with Planning and Zoning.

ZONING DIVISION

PLANS · APPROVED

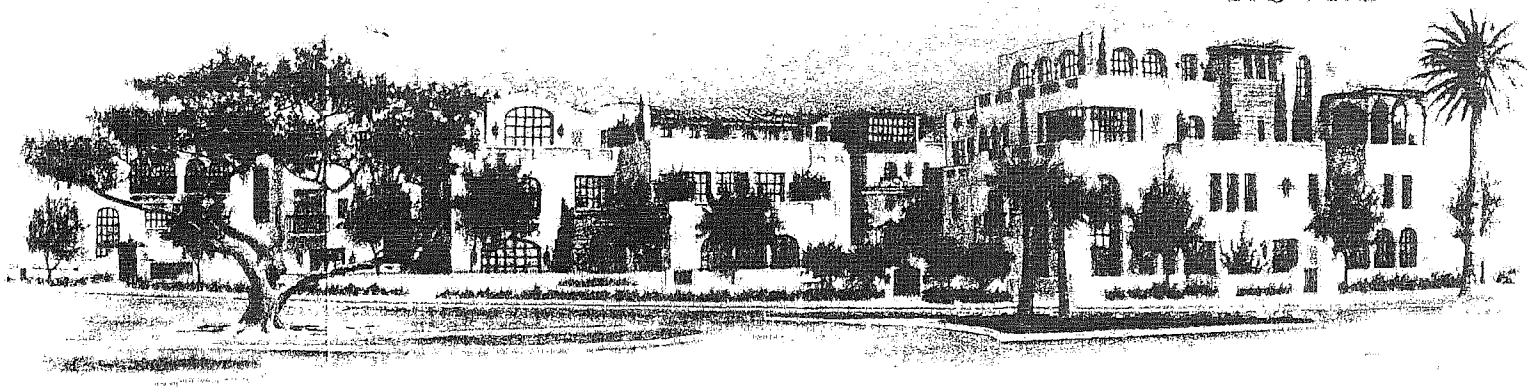


EXHIBIT NO. 7
Application Number
5-11-137
Rendering
California Coastal Commission

ATTACHMENT NO. 12.197

howard laks architects

CONSULTANTS

michael lee

301 OCEAN AVENUE
20-UNIT MULTI-FAMILY
SANTA MONICA · CALIFORNIA, 90402
COVER SHEET

T.1.0

RUTAN
RUTAN & TUCKER, LLP

Jeffrey M. Oderman
Direct Dial: (714) 641-3441
E-mail: joderman@rutan.com

February 3, 2015

RECEIVED
FEB 03 2015
Dept. of Planning
& Building

VIA E-MAIL

Chair Kalmick and Members of the Planning
Commission
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Re: February 10, 2015, Planning Commission Public Hearing for Pacific City Residential Project; Entitlement Plan Amendment No. 14-001/Design Review No. 14-006/Variance No. ___; Off-Street Parking Requirements

Dear Chair Kalmick and Members of the Planning Commission:

On behalf of DCO Pacific City LLC ("UDR"), I am writing to update my December 8, 2014, letter to the Planning Commission on the above-referenced subject. I request that this letter also be included in the public hearing record.

As I advised the Commission during your January 27, 2015, study session, certain changes have occurred with UDR's project and with Planning staff's analysis of the project since my December 8th letter was submitted. These changes, summarized briefly below, show that *UDR is providing even more of a surplus of parking relative to City Code requirements than was the case on December 8th*. Moreover, none of the changes affect the basic points in the December 8 letter that (1) UDR's project more than satisfies City Code requirements for parking and the California Coastal Commission's ("CCC's") informal parking standards for residential projects in the coastal zone, (2) UDR is proposing to provide much more parking than is needed to satisfy the project's maximum peak parking demand, a conclusion validated both by a detailed parking study prepared by Linscott Law & Greenspan ("LL&G") of comparable multi-family residential projects in the coastal zone and an analysis of recent CCC actions; and (3) UDR is not asking for any special concessions or privileges and is only asking to be treated fairly and the same way that every other multi-family residential project in the history of the City of Huntington Beach has been treated. For clarity sake, the changes that have occurred since the December 8th letter was submitted are highlighted below.

1. Unit Mix. UDR is still proposing to develop 516 units but the unit mix has slightly changed. See Exhibit "A" for the latest iteration of UDR's plan.[1]

[1] The overall bedroom count remains the same—881.

2. Code-Required Parking. Based on the adjustment to the unit mix, the minimum number of off-street parking spaces required under Downtown Specific Plan ("DSP") §3.2.26.4 has increased from 1,086 to 1,104 (18 spaces). See Exhibit "A."

3. Parking Surplus Proposed by UDR. UDR has "tweaked" its proposed parking plan to increase the number of off-street parking spaces from 1,112 to 1,166 (1,142 spaces in the subterranean garage and 24 surface spaces along the loop road), an increase of 54 parking spaces. This in turn increases the parking ratio from 2.14 spaces/unit in the earlier plan to 2.26 spaces/unit in the current plan. The number of surplus parking spaces relative to Code increases from 26 in the earlier plan to 62.[2]

4. Updated LL&G Parking Study. As I indicated would occur in my December 8th letter, LL&G updated its parking study to address certain issues/questions raised by City staff. The final LL&G report is dated December 17, 2014. I assume City staff has provided you with a copy. The conclusions of the study are essentially the same. Even after increasing the peak parking demand for each of the 6 studied sites (all similar multi-family residential projects in the coastal zone) by a full 20%, LL&G concluded that a 2.0 parking ratio for Pacific City (1,032 spaces) would be sufficient. Once again, UDR is proposing a parking ratio of 2.26 (1,166 spaces), a surplus against the maximum peak parking demand (*plus 20%*) of 134 spaces.

5. City Planning Staff's Interpretation of DSP Parking Requirements. Another thing that has changed since my December 8th letter was submitted is Planning staff's own interpretation of the DSP parking requirements. In July of last year Mr. Hess issued a formal interpretation (subsequently reiterated by Planning staff in its plan check comments to UDR) that the parking requirement for Pacific City is 2.50 parking spaces per unit. Mr. Hess reached that result by starting with the 2.0 space/unit "base" requirement in DSP §3.2.26.6 and then pulling into §3.2.26.6 the 0.5 guest space/unit requirement from Figure 3-15 in DSP §3.2.26.4. (That is the interpretation I critiqued in my December 8 letter—at pp. 3 and 5-12.) Since December 8th, however, Mr. Hess has *withdrawn* his July 2014 interpretation and Planning staff has changed its methodology for calculating UDR's parking requirement. Now, staff starts with Figure 3-15 in DSP §3.2.26.4, *not* with §3.2.26.6, and then takes the 2 space/unit requirement in §3.2.26.6 and substitutes it in place of the 1 space/unit requirement in §3.2.26.4 for studio and 1-BR units (but not 3-BR units). The new methodology is still an arbitrary and selective "mix-and-match" methodology that cannibalizes requirements from the 2 separate DSP sections and flies in the face of the clear wording of the DSP, but the result of using staff's new methodology is to increase UDR's parking "requirement" even more—to 1,326 spaces (2.57 spaces/unit). UDR

[2] Using the alternative parking requirement in DSP §3.2.26.6 (minimum of 2 spaces/unit in the coastal zone), the parking surplus is an even heftier 134 spaces (1,166-1,032=134).

respectfully submits that Planning staff's own confusion and inconsistency in interpreting the DSP parking requirement for Pacific City highlights the problems with staff's approach.

Once again, UDR respectfully requests that the Planning Commission interpret the DSP the way it was written. While a parking variance is certainly justified and UDR is more concerned with obtaining the Planning Commission's approval of its parking plan than it is concerned with exactly how the Commission reaches that result (*i.e.* we'll "take" a variance if that's the only way the Commission can see its way clear to approving UDR's parking plan), UDR has listened, as we are sure Commissioners have listened, to members of the public who question why UDR should receive any "special treatment." UDR does not need or want special treatment—it wishes only to have the Commission interpret the DSP fairly so UDR can be treated the same way every other multi-family residential developer in the City of Huntington Beach has been treated. Please approve UDR's parking plan!

Thank you for your consideration.

RUTAN & TUCKER, LLP

Jeffrey M. Oderman

JMO:jmo
cc: Scott Hess, AICP, Director of Planning and Building
Jill Ann Arabe, Associate Planner
Bob McCullough, Vice President, UDR
Mark Oberholzer, AIA, LEED AP, Architect, MVE + Partners, Inc.
Mike Adams

EXHIBIT "A"

ATTACHMENT NO. 13.4

PACIFIC CITY RESIDENTIAL

Analysis of Parking Requirements - UDR Calculation

Date: *2/2/2015*

UDR Calculation

			Downtown Specific Plan (DSP Section 3.2.26.4)		COASTAL ZONE (DSP Section 3.2.26.6)		UDR Calculation	
Type	Frequency	%	Parking Req'd	Spaces	Parking Req'd	Spaces	Parking Req'd	Spaces
Studio	46	8.9%	1.0	46	2.0	92	1.0	46
1BED/1BA	176	34.1%	1.0	176	2.0	352	1.0	176
2 BED/2 BA	223	43.2%	2.0	446	2.0	446	2.0	446
3BED/2BA	71	13.8%	2.5	178	2.0	142	2.5	178
Total Units	**516**	**100.0%**		**846**		**1,032**		**846**
Guest Spaces/unit			0.5	258	0.0	0	0.5	258
Total Parking Required (greater of DSP and CZ)				1,104		1,032		1,104
Spaces/Unit				*2.14*		*2.00*		*2.14*

Final Parking Requirement

UDR Proposed Parking w/ Variance								1,166
								2.26

ATTACHMENT NO. 13.5

PACIFIC CITY RESIDENTIAL

Analysis of Parking Requirements - City of Huntington Beach Interpretation

Date: *2/2/2015*

City of Huntington Beach Interpretation

			Downtown Specific Plan		COASTAL ZONE		HB Staff Standard	
Type	Frequency	%	Parking Req'd	Spaces	Parking Req'd	Spaces	Parking Req'd	Spaces
Studio	46	8.9%	1.0	46	2.0	92	2.0	92
1BED/1BA	176	34.1%	1.0	176	2.0	352	2.0	352
2 BED/2 BA	223	43.2%	2.0	446	2.0	446	2.0	446
3BED/2BA	71	13.8%	2.5	178	2.0	142	2.5	178
Total Units	**516**	**100.0%**		**846**		**1,032**		**1,068**
Guest Spaces/unit			0.5	258	0.0	0	0.5	258
Total Parking				**1,104**		**1,032**		**1,326**
Spaces/Unit				*2.14*		*2.00*		*2.57*

Final Parking Requirement (Mix & Match) 1,326

ATTACHMENT NO. 13.6

Mitigation Monitoring Program

Mitigation Measure	*Implementation Documentation*	*Monitoring Activity*	*Timing*	*Responsible Monitor*	*Compliance Verification Signature*	*Date*
Aesthetics						
MM AES-1: To the extent feasible, the Applicant shall use nonreflective facade treatments, such as matte paint or glass coatings. Building materials shall be consistent with the City Urban Design Guidelines, and reflective glass shall not constitute a primary exterior material. Prior to issuance of building permits for the proposed project, the Applicant shall indicate provision of these materials on the building plans.	Project Building Plans	Review and approve building plans for inclusion of features	Plan check prior to issuance of building permit	Planning	_____	_____
MM AES-2: The lighting plan shall include provisional measures to limit nighttime illumination during periods of fog. Measures may include but would not be limited to reduced foot-candle illumination levels or reduced number of lighting fixtures in use.	Lighting Plan	Review and approve building plans for inclusion of features	Plan check prior to issuance of building permit	Planning	_____	_____
Air Quality						
MM AQ-1: The project developer(s) shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.	Notes on grading and building plans	Review and approve grading and building plans for inclusion	Plan check prior to issuance of grading permit	Planning	_____	_____
MM AQ-2: The project developer(s) shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.	Notes on grading and building plans	Review and approve grading and building plans for inclusion	Plan check prior to issuance of grading permit	Planning	_____	_____
MM AQ-3: The project developer(s) shall encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low-emission diesel construction equipment to the extent that the equipment is readily available and cost effective. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.	Notes on grading and building plans	Review and approve grading and building plans for inclusion	Plan check prior to issuance of grading permit	Planning	_____	_____
MM AQ-4: The project developer(s) shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.	Notes on grading and building plans	Review and approve grading and building plans for inclusion	Plan check prior to issuance of grading permit/	Planning	_____	_____
MM AQ-5: The project developer(s) shall implement dust control measures consistent with SCAQMD Rule 403—Fugitive Dust during the construction phases of new project development. Contract specification language shall be reviewed for inclusion of this language by the City prior to issuance of a grading permit. The following actions are currently recommended to implement Rule 403 and have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the source of the dust generation: ■ Apply water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days) ■ Replace ground cover in disturbed areas as quickly as possible ■ Enclose, cover, water twice daily, or apply approved chemical soil binders to exposed piles with 5 percent or greater silt content	Notes on grading plans	Review and approve grading plan for inclusion	Plan check prior to issuance of grading permit	Planning	_____	_____

ATTACHMENT NO. 14.1

Mitigation Monitoring Program

Mitigation Measure	*Implementation Documentation*	*Monitoring Activity*	*Timing*	*Responsible Monitor*	*Compliance Verification Signature*	*Date*
■ Water trucks will be utilized on the site and shall be available to be used throughout the day during site grading to keep the soil damp enough to prevent dust being raised by the operations. Water active grading sites at least twice daily ■ Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period ■ All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code ■ Sweep streets at the end of the day ■ Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip on a gravel surface to prevent dirt and dust from impacting the surrounding areas ■ Apply water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces ■ Post and enforce traffic speed limits of 15 miles per hour or less on all unpaved roads						
MM AQ-6: The project developer shall include in construction and sales contracts the following requirements or measures shown to be equally effective to reduce project-related stationary and area source emissions: ■ Use solar or low-emission water heaters in the residential, office, and visitor-serving commercial buildings ■ Provide energy-efficient heating with automated controls in the residential, office, and visitor-serving commercial buildings ■ Use energy-efficient cooking appliances in the in the residential and visitor-serving commercial buildings ■ If fire places are provided in new residential units, install the lowest-emitting fireplaces commercially available at the time of development ■ Require that contract landscapers providing services at the project site use electric or battery-powered equipment, or internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use. Contract specification language shall be reviewed by the City prior to issuance of a building permit.	Notes on building plans and Sales Contracts	Review and approve building plans and contracts for inclusion	Plan check prior to issuance of building permit	Planning	_____	_____
MM AQ-7: The project developer shall include in construction and sales contracts for the commercial and offices uses on site that preferential parking spaces be provided for carpools and vanpools. Contract specification language shall be reviewed by the City prior to issuance of a building permit. A minimum of 7'2" of vertical clearance shall be provided in the parking structure for vanpool access. Inclusion of the vertical clearance shall be verified on building plans prior to issuance of a building permit.	Notes on building plans and Sales Contracts	Review and approve building plans for specified clearance and Review and approve contract for inclusion	Plan check prior to issuance of building permit	Planning	_____	_____

ATTACHMENT NO. 14.2

Mitigation Monitoring Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
Biological Resources						
MM BIO-1: If before the start of construction, substantial growth of native vegetation or sensitive habitats has occurred on the project site as determined by a qualified biologist, then special status plant or habitat surveys shall be conducted during the appropriate time of the year prior to construction of the proposed project, to determine the presence or absence of special status plant species or habitats. These surveys shall be conducted during the appropriate blooming period as determined by a qualified biologist. If any of these species are found to be present on the proposed project site, then measures would be developed in consultation with the appropriate resource agencies, if the status of the species and the size of the population warrant a finding of significance. Appropriate measures may include avoidance of the populations, relocation, or purchase of offsite populations for inclusion to nearby open space areas. A City-qualified biologist shall present recommendations to the city for review and approval. Any subsequent avoidance, relocation, or other mitigation strategies required to reduce impacts to a less-than-significant level shall be implemented prior to issuance of a grading permit. ***Note: Responsible party for implementation is the City-qualified biologist who is to survey at the request of the Planning Department***	Field survey observation shall be completed to determine if substantial growth of native vegetation or sensitive habitats exists; and if so, vegetative or habitat survey reports shall be prepared as necessary. If a finding of significance is made, then appropriate implementation document for this mitigation will vary according to recommendations.	Review field survey notes, and as necessary, Review and approve recommendations and any other relevant documents per this mitigation.	Plan check prior to issuance of grading permit	Planning	_____	_____
The following mitigation measure is recommended to further reduce less-than-significant impacts: **MM BIO-2**: Grading shall begin at the perimeter, near existing residences, and proceed toward the center of the site.	Notes on grading plans	Review and approve grading plans for inclusion	Plan check prior to issuance of grading permit	Planning	_____	_____
Cultural Resources						
MM CR-1: Monitor grading and excavation for archaeological and paleontological resources: (a) The Applicant shall arrange for a qualified (as defined by the Orange County Archaeological/Paleontological Curation Project) professional archaeological and paleontological monitor to be present during demolition, grading, trenching, and other excavation on the project site. The Applicant shall also contact the appropriate Gabrielino and Juaneño tribal representatives to determine whether either group desires Native American monitoring of grading activities. If Native American monitors are requested, the Applicant shall arrange for the monitoring with tribal representatives. Additionally, prior to project construction, construction personnel will be informed of the potential for encountering significant archaeological and paleontological resources, and instructed in the identification of fossils and other potential resources. All construction personnel will be informed of the need to stop work on the project site until a qualified archaeologist or paleontologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel will also be informed of the requirement that unauthorized collection of cultural resources is prohibited. (b) If archaeological or paleontological resources are discovered during earth moving activities, all construction activities within 50 feet of the find shall cease until the archaeologist/paleontologist evaluates the significance of the resource. In the absence of a determination, all archaeological and paleontological resources shall be considered significant. If the resource is determined to be significant, the archaeologist	Proof of retention of archaeological and paleontological monitor and monitoring reports	Verify retention of qualified monitors, Periodic field check	Plan check prior to issuance of grading permit Throughout ground-disturbing activities	Planning	_____	_____

ATTACHMENT NO. 14.3

Mitigation Monitoring Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
or paleontologist, as appropriate, shall prepare a research design for recovery of the resources in consultation with the State Office of Historic Preservation that satisfies the requirements of Section 21083.2 of CEQA, as well as Chapter 3 and Appendices E, F, and G of the Curation Project. The archaeologist or paleontologist shall complete a report of the excavations and findings, and shall submit the report for peer review by three County-certified archaeologists or paleontologists, as appropriate. Upon approval of the report, the Applicant shall submit the report to the South Central Coastal Information Center at California State University, Fullerton, the California Coastal Commission, the City of Huntington Beach, the Orange County Archaeo/Paleo Resource Management Facility (APRMF), and the Orange County Historic Programs Office. (c) Monitored grading at the location of CA-ORA-1582H shall involve the removal of refuse deposit in 15 to 20 cm layers using a skip loader. All materials shall be deposited in small to medium piles for scanning by archaeologists for diagnostic materials. If the resource encountered consists of complete or nearly complete artifacts from CA-ORA-1582H, then artifacts shall be cleaned and cataloged, in accordance with the requirements of the Curation Project, for curation at a facility within Orange County that is acceptable to the City of Huntington Beach. The applicant shall be responsible for payment of all applicable curation fees, and the curation contract shall specify that materials shall be available for loans to educational institutions. No further study would be required. (d) In the event of the discovery on the project site of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find will halt immediately and the area of the find will be protected. If a qualified archaeologist is present, he/she will determine whether the bone is human. If the archaeologist determines that the bone is human, or in the absence of an archaeologist, the Applicant immediately will notify the City Planning Department and the Orange County Coroner of the find and comply with the provisions of P.R.C. Section 5097 with respect to Native American involvement, burial treatment, and reburial.						
MM CR-2: Scientific recovery of archaeological resources associated with CA ORA 149: The Applicant shall retain a qualified archaeologist (as defined by the Orange County Archaeological/Paleontological Curation Project) to develop and implement, in consultation with the State Office of Historic Preservation, a research design and recovery plan for remaining elements of CA ORA 149. The recovery plan shall emphasize data collection in Locus A, between Test Units 1 and 2, as well as on a core area of Locus B, centered around Test Unit 4, and shall be designed to satisfy the requirements of Section 21083.2 of CEQA, as well as Chapter 3 and Appendices E, F, and G of the Curation Project.	Research design and recovery plan	Review and approve research design and recovery plan	Prior to onset of grading on or near site CA-ORA-149 and during grading as needed	Planning Department to verify retention of archaeologist; SHPO to review plan	_____ _____	_____ _____
Energy and Mineral Resources						
The following mitigation measure is recommended to further reduce less-than-significant impacts: **MM EM-1:** The proposed project shall implement an energy conservation plan that could include, but would not be limited to, measures such as energy efficient lighting, and heating, ventilation, and air conditioning systems (HVAC) controls to reduce the demand of electricity and natural gas. The energy conservation plan shall be subject to review and approval by the City Building and Safety and Planning Departments prior to the issuance of building permits.	Energy Conservation Plan to be submitted with Project Building Plans	Review and approve energy conservation plan	Plan check prior to issuance of building permit	Planning	_____	_____

ATTACHMENT NO. 1H

Mitigation Monitoring Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
Geology and Soils						
MM GEO-1: The grading plan prepared for the proposed project shall contain the recommendations of the final soils and geotechnical analysis prepared pursuant to CR GEO-A, as approved by the City. These recommendations shall be implemented in the design of the project, including but not limited to measures associated with site preparation, fill placement and compaction, seismic design features, excavation stability and shoring requirements, dewatering, establishment of deep foundations, concrete slabs and pavements, cement type and corrosion measures, surface drainage, erosion control, ground improvements, tsunami protection, and plan review. All geotechnical recommendations provided in the soils and geotechnical analysis shall be implemented during site preparation and construction activities. For reference, the text of CR GEO-A follows: CR GEO-A: Prior to recordation of the final map, a qualified, Licensed Engineer shall prepare a detailed soils and geotechnical analysis. This analysis shall include Phase II Environmental on-site soil sampling and laboratory testing of materials to provide detailed recommendations for grading, chemical and fill properties, liquefaction, foundations, landscaping, dewatering, ground water, retaining walls, pavement sections and utilities.	Soils and Geotechnical analysis; Notes on grading and building plans	Review and approve grading and building plans for inclusion of soils and geotechnical recommendations	Plan check prior to issuance of building or grading permit/	Planning	_____	_____
Hazardous Materials						
MM HAZ-1: Prior to the issuance of a grading permit, a Registered Environmental Assessor shall perform a site inspection to identify the potential for presence of PCBs on the site. If the potential for PCBs exists, then the Applicant shall, in consultation with the City of Huntington Beach, sample soil surrounding the affected areas to identify the extent of contamination. Contamination shall be remediated in accordance with MM HAZ-3 and HAZ-4.	Site inspection report; soil sampling results and site remediation plan and documentation of remediation, if necessary;	Review and approve site inspection report; and any other required plans and documentation, as necessary	Plan check prior to issuance of grading permit	Fire Department	_____	_____
MM HAZ-2: Prior to the issuance of a grading permit, sampling shall be performed in the area identified in Figure 3.7-1 as "Area D." The extent of sampling shall be determined by the Huntington Beach Fire Department as that which is appropriate to characterize the extent of any potential contamination in Area D. Contamination shall be remediated in accordance with MM HAZ-3 and HAZ-4.	Soil sampling results	Review and approve sampling results and remediation plan	Plan check prior to issuance of grading permit	Fire Department	_____	_____
MM HAZ-3: Prior to issuance of a grading permit, the Applicant shall, in consultation with the City of Huntington Beach and other agencies, as required, formulate a remediation plan for further soil contamination that exists on the project site. The plan shall include procedures for remediation of the project site to the City of Huntington Beach standards. Plans shall be submitted to the Public Works Department for review and approval by the Planning, Public Works, and Fire Departments in accordance with City Specification No. 431-92. The plan shall include methods to minimize remediation-related impacts on the surrounding properties, including processes by which all drainage associated with the remediation effort shall be retained on site and no wastes or pollutants shall escape the site and requirements to provide wind barriers around remediation equipment. Qualified and licensed professionals shall perform the remediation activities and all work shall be performed under the supervision of the City of Huntington Beach.	Remediation Plan	Review and approve Remediation Plan for thoroughness and completeness	Plan check prior to issuance of grading permit	Fire Department, Public Works, Planning	_____ _____ _____	_____ _____ _____

ATTACHMENT NO. 14.5

Mitigation Monitoring Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
MM HAZ-4: Closure reports or other reports acceptable to the City Fire Department that document the successful completion of required remediation activities for contaminated soils, in accordance with City Specification 431-92, shall be submitted and approved by the City Fire Department prior to issuance of grading permits for site development. No construction shall occur on-site until reports have been accepted by the City. Closure reports will not be required in the area identified in Figure 3.7-1 as "Area C" until remediation of this area has occurred as part of project construction; these reports will be required pursuant to MM HAZ-6. If remediation is necessary pursuant to MM HAZ-3, then soil remediation permits shall be issued.	Closure reports or other reports acceptable to the City Fire Department that document the successful completion of required remediation activities	Review and approve closure reports or other reports acceptable to the City Fire Department that document the successful completion of required remediation activities	Plan check prior to issuance of grading permit	Fire Department	_____	_____
MM HAZ-5: In the event that previously unknown soil contamination that could present a threat to human health or the environment is encountered during construction, construction activities in the immediate vicinity of the contamination shall cease immediately. A risk management plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Huntington Beach Fire Department). A site health and safety plan that meets OSHA requirements shall be prepared and in place prior to the commencement of work in any contaminated area. The developer shall ensure proper implementation of the health and safety plan.	Site Health/Safety Plan Risk Management Plan	Review and approve grading and building plans for inclusion	Plan check prior to issuance of grading permit	Fire Department	_____	_____
MM HAZ-6: Closure reports documenting the successful completion of required remediation activities for (1) areas adjacent to the existing water main on site and (2) areas of archaeological sensitivity shall be submitted and approved by the City Fire Department prior to issuance of building permits in these areas.	Remediation closure report(s)	Review and approve closure report(s)	Plan check prior to issuance of building permit	Fire Department	_____	_____
MM HAZ-7: Where construction is proposed over abandoned oil wells, the developer shall consult with DOGGR to determine if plug or replug of wells is necessary. Prior to the issuance of grading permits, the Applicant shall submit evidence of consultation with DOGGR indicating wells have been plugged or abandoned to current DOGGR standards.	Documentation of consultation with Div of Oil, Gas and Geothermal Resources	Review and approve documentation	Plan check prior to issuance of grading permit	Fire Department	_____	_____
MM HAZ-8: In the event that abandoned oil wells are damaged during construction, construction activities shall cease in the immediate vicinity immediately. Remedial plugging operations would be required to re-plug the affected wells to current Department of Conservation specifications. Depending on the nature of soil contamination, if any, appropriate agencies shall be notified (e.g., City of Huntington Beach Fire Department). The developer shall ensure proper implementation of the reabandonment operation in compliance with all applicable laws and regulations.	Notes on grading plans and Reabandonment plan, as necessary	Review and approve grading plans for inclusion Review and approve reabandonment plan as necessary	Plan check prior to issuance of grading permit , and as necessary during construction	Fire Department	_____	_____

ATTACHMENT NO. 14b

Mitigation Monitoring Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
Hydrology and Water Quality						
MM HYD-1: Prior to the issuance of grading permits, the developer shall submit to the City for approval a plan outlining specific planning measures to be taken to minimize or reduce risks to property and human safety from tsunami during operation. Planning measures could include but would not be limited to the following: ■ Provision of tsunami safety information to all project residents and hotel guests, in addition to posting in public locations on site ■ Identification of the method for transmission of tsunami watch and warnings to residents, hotel guests and persons on site in the event a watch or warning is issued ■ Identification of an evacuation site for persons on-site in the event of a tsunami warning	Tsunami risk management and safety plan	Review and approve documentation	Plan check prior to issuance of grading permit	Planning and Fire Department	_____ _____	_____ _____
Noise						
The following mitigation measure is recommended to further reduce less-than-significant impacts: **MM N-1**: Pile driving activities shall be limited to the hours of 8:00 A.M to 6:00 P.M Monday through Friday.	Notes on building plans	Review and approve building plans for inclusion Field observation or review of contractor logs during any pile driving activity	Prior to issuance of a building permit During any pile driving construction activities	Planning Department Public Works Department	_____ _____	_____ _____
MM N-2: Prior to the issuance of building permits for the new multifamily residential units located along First Street, Atlanta Avenue, and Pacific View Avenue, the project developer(s) shall submit building plans that identify walls or barriers of at least 5.5 feet above the ground surface around each exterior activity area (i.e., private yards, balconies and recreation areas) that face these roadways. This can be accomplished by constructing solid walls that match the building exterior and topping them off with 1.5-inch thick Plexiglas windows or sheets to meet the height requirement of 5.5 feet. Other means of reducing exterior noise levels to 60 dBA L_{dn} or less within the exterior activity areas may be implemented so long as an acoustical analysis demonstrates that the alternative means would in fact reduce the noise to the required level.	Project Building Plans	Review and approve building plans for inclusion of design features	Plan check prior to issuance of building permits for residential units located along First Street, Atlanta Avenue, and Pacific View Avenue,	Planning and Building and Safety Departments	_____ _____	_____ _____
Population and Housing						
MM P-1: The Applicant shall prepare an Affordable Housing Program to the satisfaction of the City Planning & Economic Development Departments. The Program shall detail the provisions for either on- or off-site affordable housing, or a combination of the two that meet the requirements of Community Redevelopment Law and City requirements. The Affordable Housing Program shall be submitted to the Planning Department for review and approval prior to submittal of the final map. The agreement shall be executed prior to the issuance of the first building permit for the residential project. The Applicant shall adhere to all provisions of the Program.	Affordable Housing Program (AHP)	Review and approve AHP Execute AHP	Submittal prior to final map submittal Execute AHP prior to issuance of first building permit for residential portion of project	Planning and Economic Development Departments	_____ _____	_____ _____

ATTACHMENT NO. 147

Mitigation Monitoring Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
Public Services						
MM PS-1: Provide enclosed, fire-rated stairs to each subterranean level from the exterior every 300' lineal feet of the building perimeter	Project Building Plans	Review and approve building plans for inclusion	Plan check prior to issuance of building permits	Fire Department	_____	_____
MM PS-2: Project design shall include ventilation of smoke and products of combustion. Zoned, mechanical smoke removal system, with manual controls for firefighters shall be located in the fire control room. An emergency power source is necessary and the system shall also comply with Building Code requirements to exhaust CO and other hazardous gases.	Project Building Plans	Review and approve building plans for inclusion	Plan check prior to issuance of building permits	Fire Department	_____	_____
MM PS-3: Dedicated rooms for Fire Department exclusive use to observe, monitor and as necessary control all emergency systems operation shall be provided. A total of three rooms shall be provided as follows: (1) commercial area and the related subterranean parking garage; (2) high-rise hotel; and (3) residential garages and dwellings. Rooms shall be located in an exterior location at grade level and have unrestricted access clear-to-the sky.	Project Building Plans	Review and approve building plans for inclusion	Plan check prior to issuance of building permits	Fire Department	_____	_____
The following mitigation measure is recommended to further reduce less-than-significant impacts: **MM PS-4**: Prior to issuance of a building permit, the Applicant shall consult the Huntington Beach Police Department regarding the provision of adequate Crime Prevention Design measures, and shall incorporate the Department's recommendations into the plan.	Documentation of Consultation and Project Building Plans	Review and approve documentation and plans	Plan check prior to issuance of building permits	Planning and Police Departments	_____ _____	_____ _____
MM PS-5: The developer for the proposed project shall negotiate with the City school districts regarding school impact fees to address the adverse impacts of the development, thus, ensuring that the new development would bear its fair share of the cost of housing additional students generated. The Planning Department shall be provided with a copy of the agreement prior to recordation of the final map.	Agreement between Applicant and School District on school impact fees and Proof of fee payment	Review proof of payment	Plan check prior to final map recordation	Planning Department	_____	_____
The following mitigation measure is recommended to further reduce less-than-significant impacts: **MM PS-6**: The Applicant shall develop and institute a Beach Safety and Maintenance Awareness Program to be reviewed and approved by the Community Services Department. The Program shall include (1) informational disclosures (i.e., handouts) to all residents and hotel guests and (2) posting of signs on site. Program materials shall include but would not be limited to the following items: ■ Beach safety guidelines related to swimming, tides, sun exposure, and other potential risks from beach use ■ City Regulations on the use of beach property, including permissible uses of the beach and appropriate trash disposal ■ Identification of penalties imposed for violation of City Regulations The City shall ensure strict enforcement of regulations related to beach use and maintenance.	Beach Safety and Maintenance Awareness Program document	Review and approve program document	Prior to issuance of first certificate of occupancy or final inspection of first residential unit	Community Services, Planning	_____ _____	_____ _____

ATTACHMENT NO. 148

Mitigation Monitoring Program

Mitigation Measure	*Implementation Documentation*	*Monitoring Activity*	*Timing*	*Responsible Monitor*	*Compliance Verification Signature*	*Date*
Recreation						
MM REC-1: The Applicant shall demonstrate compliance with City parkland requirements identified in Chapter 254.08 of the City of Huntington Beach Municipal Code. Any on-site park provided in compliance with this section shall be improved prior to final inspection (occupancy) of the first residential unit (other than the model homes).	Project Building Plans	Review and approve building plans for inclusion of parkland Inspect any parks provided as required	Prior to issuance of building permit and as necessary, prior to issuance of certificate of occupancy	Planning and Community Services Departments	_____ _____	_____ _____
Transportation/Traffic						
MM TR-1: The Applicant shall contribute a fair share contribution of 22 percent[1] to the installation of a third northbound through lane on PCH consistent with the Orange County MPAH and Caltrans Route Concept Study for PCH. The County of Orange and Caltrans would complete this improvement. The Applicant's fair share contribution shall be paid prior to issuance of the first certificate of occupancy. ***Note: Applicant is responsible for contribution; Orange County and Caltrans are responsible for improvement***	Proof of fair share payment	Confirm payment	Prior to issue of certificate of occupancy	Public Works Department	_____	_____
MM TR-2: A second westbound right turn lane shall be added on Seapoint Avenue. The City shall ensure completion of this improvement, and the Applicant shall contribute a fair share contribution of 26 percent[2] to this improvement. The Applicant's fair share contribution shall be paid prior to issuance of the first certificate of occupancy. ***Note: Applicant is responsible for contribution; City is responsible for improvement***	Proof of fair share payment	Confirm payment City shall complete improvement	Prior to issue of certificate of occupancy	Public Works Department	_____	_____
MM TR-3: Install a traffic signal at First Street and Atlanta Avenue prior to issuance of occupancy permits. The City shall provide reimbursement for the balance of the funding of improvements through the Fair Share Traffic Impact Fee account or shall designate credits against the project fees to that account. The City shall ensure completion of this improvement, and the Applicant shall contribute a fair share contribution of 57 percent[3] to the improvement. ***Note: Applicant is responsible for contribution; City is responsible for improvement***	Proof of fair share payment	Confirm payment City shall complete improvement	Prior to issue of certificate of occupancy	Public Works Department	_____	_____

[1] Fair share calculation is provided in Appendix H, Traffic Impact Analysis Report.
[2] Ibid.
[3] Ibid.

ATTACHMENT NO. 149

Mitigation Monitoring Program

Mitigation Measure	*Implementation Documentation*	*Monitoring Activity*	*Timing*	*Responsible Monitor*	*Compliance Verification Signature*	*Date*
Utilities and Service Systems						
MM U-1: Prior to issuance of building permits for the first project component, the Applicant shall submit a Solid Waste Management Plan to the City's Recycling Coordinator. This plan shall discuss how the project will implement source reduction and recycling methods in compliance with existing City programs. Additionally, this plan shall include how the project will address the construction and demolition-generated waste from the site. These methods shall include, but shall not be limited to, the following: ■ Provision of recycling bins for glass, aluminum, and plastic for visitors and employees of the proposed project ■ Provision of recycling bins for glass, aluminum, plastic, wood, steel, and concrete for construction workers during construction phases ■ Bins for cardboard recycling during construction ■ Scrap wood recycling during construction Green waste recycling of landscape materials	Solid Waste Management Plan	Review and approve Solid Waste Management Plan	Prior to issuance of building permit	Public Works Department	_____	_____

ATTACHMENT NO. 14.19

Other Cities' Parking Requirements

City	Unit Type	Parking Required
Newport Beach	Multi-unit dwelling, 4 units or more	2 covered spaces per unit + 0.5 space per unit for guest parking
Costa Mesa	Covered Parking:	
	Studio	1 covered space per unit + .5 covered spaces for guest per unit
	1 Bed	1 covered space per unit + .5 covered spaces for guest per unit
	2 Bed	1 covered space per unit + .5 covered spaces for guest per unit
	3 Bed or more	1 covered space per unit + .5 covered spaces for guest per unit
	Open Parking: (may be provided as covered)	
	Studio	.5 space per unit
	1 Bed	1 space per unit
	2 Bed	1.5 spaces per unit
	3 Bed or more	2.5 spaces per unit
Dana Point	Multiple Family Units:	
	1 bed or less	1.0 covered space per unit; 0.5 uncovered space per unit
	2 bed	1.0 covered space per unit; 1.0 uncovered space per unit
	3 Bed	2.0 covered spaces per unit; 0.5 uncovered space per unit
	More than 3 bedrooms	2.0 covered spaces per unit; 0.5 uncovered space per unit (plus 0.5 uncovered stall per additional bedroom in excess of 3)
	Visitor	0.2 spaces per unit
Irvine	Attached Development, rental and low or moderate income ownership:	
	Studio	1 covered space per unit
	1 bed	1.4 covered spaces per unit
	2 bed	1.6 covered spaces per unit
	3 bed or more	2 covered spaces per unit
	Visitor	1 space per 4 units- on street parking on the development site may count toward fulfilling visitor parking requirements. (Have green light variances for parking via Admin. Relief, but none of them were for residential projects. They do a very small section near Newport that has a coastal overlay but it is not zoned residentail)

ATTACHMENT NO. 15.1

Other Cities' Parking Requirements

Seal Beach	Multiple unit residential:	
		2 spaces per unit
		1 guest space per 7 units
		1 space per dwelling unit, inclusive or guest parking, for each studio or one-bedroom unit in a development meeting minimum requirements of Affordable Housing Bonus
Long Beach	Coastal Zone Only:	
	O bed (450 sq ft or less)	1 space per unit
	1 bed (or 0 bed, 451 sq ft or more)	2 spaces per unit
	2 bed or more	2 spaces per unit
	Guest	1 space per 4 units
	Non-Coastal Zones:	
	O bed (450 sq ft or less)	1 space per unit
	1 bed (or 0 bed, 451 sq ft or more)	1.5 spaces per unit
	2 bed or more	2 spaces per unit
	Guest	1 space per 4 units

ATTACHMENT NO. 15.2