

# PROJECT AREA DESCRIPTION



## Section Two



# PROJECT AREA DESCRIPTION

## 2.0 LOCATION

The McDonnell Centre Business Park Specific Plan covers 307 gross acres located in the northwestern portion of the City of Huntington Beach. The area is generally bounded on the north by Rancho Road and the U.S. Navy railroad right-of-way (excluding the City's water reservoir site); on the east by Springdale Street, on the south by Bolsa Avenue and on the west by Bolsa Chica Street. A legal description of properties in the Specific Plan project area has been included in the Appendix.



North  
Site Location

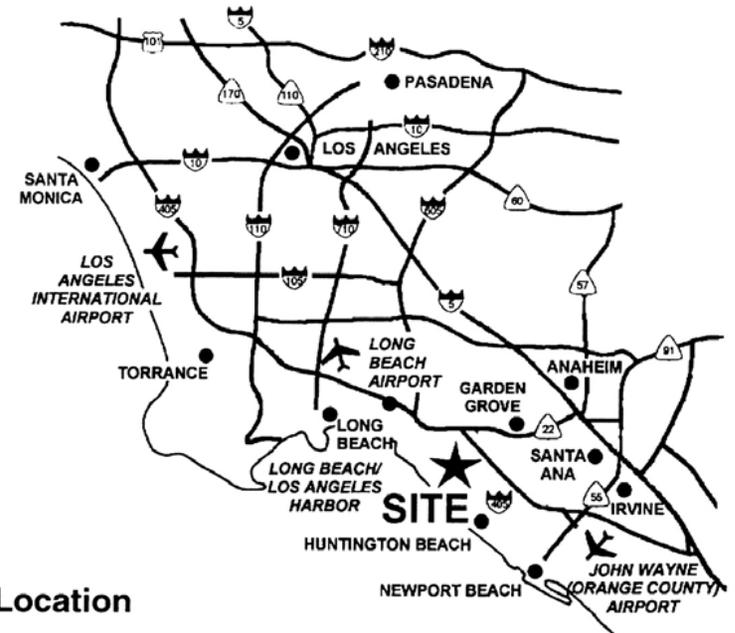
### Vicinity Maps

Exhibit 1



North

### Regional Location



The project area is surrounded by a variety of land uses and activities. A railroad spurtrack of the U.S. Navy and Rancho Road create the northern boundary with low density residential uses located across from the railroad tracks (in the City of Huntington Beach) and across Rancho Road (in the City of Westminster). To the south, office and manufacturing uses are located across from Bolsa Avenue. To the east, low density residential and commercial uses are located across from Springdale Street. To the west, is the Orange County Flood Control Channel (CO-3), owned by the Orange County Flood Control District. The property across from Bolsa Chica Street is owned by the U.S. Navy and is used as part of the Seal Beach Naval Weapons Station (in the City of Seal Beach).

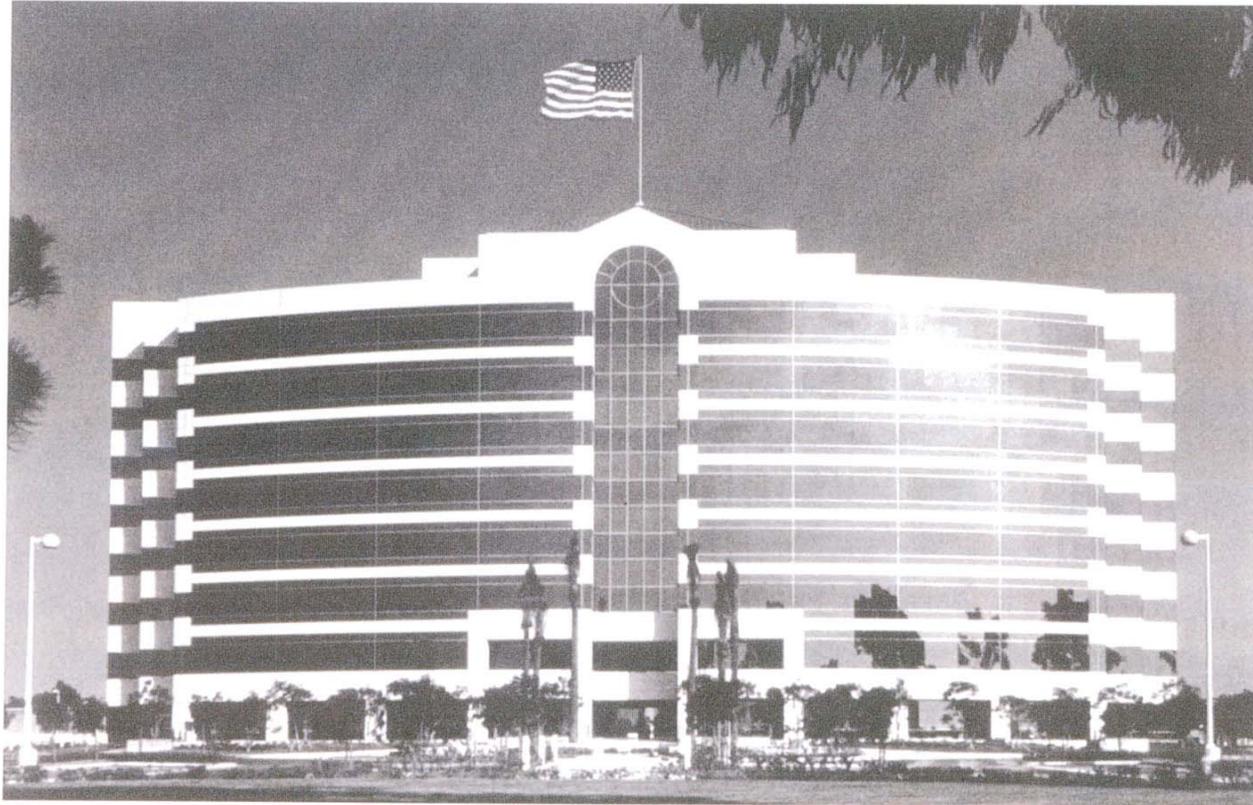


## 2.1 GENERAL PLAN DESIGNATION

The entire site of the McDonnell Centre Business Park is currently designated as industrial with a floor area ratio (F.A.R.) of 0.75 in City's General Plan. The site has been designated for industrial land uses since the mid 1960's. Continuation of industrial uses in this portion of the City is compatible with the General Plan Goal (LU 12) to "Achieve the development of industrial uses that provide job opportunities for existing and future residents, as well as the surrounding subregion, and generate revenue for the City."

## 2.2 ZONING REGULATIONS

The McDonnell Centre Business Park is presently zoned limited industrial ("IL") and limited industrial with a high rise overlay ("IL-H"), in designated areas. The adoption of this Specific Plan will supersede the existing zoning and establish a new set of development regulations. The Specific Plan, as presented with industrial, office and support commercial uses, is consistent with the current General Plan; and therefore will not require a General Plan Amendment.





# Aerial Photograph

Exhibit 2 - 1997 Aerial Photograph



## 2.3 CURRENT LAND USES

The McDonnell Centre Business Park site currently consists of a number of activities. The primary use is the approximately 2,800,000 square foot McDonnell Douglas Aerospace Facility. The facility consists of numerous industrially related research and development structures along with a high-rise office building. This facility has been approved and developed in numerous phases over many years beginning in 1963 (Exhibit 2).

New private developments have been built on the eastern portion of the project area, replacing the truck farming operations of the past. In 2002, at the time of Amendment No.1, some portions of the site had been developed with other industrial and commercial uses, including Cambro Manufacturing, Sharp Electronics, Dynamic Cooking, DIX Metals, Airtec, Konica, and C&D Aerospace. Additionally, the Extended Stay facility, and Boeing Recreation facility and fitness center have been built along Bolsa Chica Street. (Exhibit 3). The activities described in the Specific Plan reflect the beginning of the planning process (June 1996) with minor modifications made at the time of Amendment No.1 (2002). Since the initiation of this exercise a number of projects,



as mentioned earlier, have been reviewed and approved subject to the specifications of the Specific Plan.



## 2.4 PLANNING HISTORY

The McDonnell Centre Business Park project area has been the subject of many special studies with a variety of development options explored. In 1981 a proposal was prepared for the development of 1,200,000 square feet of industrial and office space. The proposal was for a Restricted Manufacturing Zone Change which allowed for an "appropriate" mix of uses; concurrent with the Zone Change request, a Multi-Story designation was also requested. The Industrial/Office complex plans consisted of industrial and warehouse buildings, office buildings, a hotel and restaurant with a parking structure, interior circulation system and landscaped open space. The office and hotel structures were proposed for six and seven stories along the eastern portion of the project area adjacent to Springdale Street. Due to market conditions, the project was not pursued.



## **2.5 STATE MANDATED REQUIREMENTS**

To comply with the State of California legislated mandates, the City of Huntington Beach has adopted several plans to deal with regional issues including Air Quality, Congestion Management, Growth Management and Transportation Demand Management Plans.

### **2.5.0 POLICY :**

All projects within the Specific Plan area shall comply with the applicable provisions of the following plans:

#### **2.5.1 South Coast Air Quality Management Plan**

The South Coast Air Quality Management Plan (AQMP) requires measures to reduce traffic congestion, improve air quality, and requires that cities develop Air Quality components within their General Plans. These measures include Regulation XV, a program which requires employers of more than one hundred (100) persons to prepare trip reduction plans, and a requirement for jurisdictions to prepare an air quality component in the General Plan.

The City of Huntington Beach is subject to all local jurisdiction requirements set forth by the AQMP. The City has adopted an Air Quality Element which incorporates AQMP measures.

#### **2.5.2 Congestion Management Plan**

The Congestion Management Plan (CMP) is required by Assembly Bill 471 (Proposition 111), subsequently modified by Assembly Bill 1791. This Bill requires every urbanized county to adopt a CMP; the County of Orange has prepared a CMP which includes the City of Huntington Beach. The CMP requires mitigation of traffic impacts of development, as well as trip reduction programs. The City of Huntington Beach has completed the mandated components of the CMP including level of service standards, trip reduction program, and a capital improvements program from traffic and transit.

#### **2.5.3 Growth Management Plan**

A Growth Management Plan (GMP) is required to implement the passage of Orange County Measure M approved in the 1990 election. Its purpose is to ensure that the planning, management, and implementation of traffic improvements and public facilities are adequate to meet current and projected needs. The City has an approved Growth Management Element which meets the requirements for Measure M funding and an adopted Transportation Demand Management Ordinance.

Transportation Demand Management (TDM) measures are generally directed at increasing auto occupancy, decreasing peak hour usage, and managing demand for transportation facilities. The City TDM Ordinance is part of its compliance with the Growth Management Plan.

