

3.1 Development Vision and Guiding Principles

The Specific Plan must be consistent with the General Plan. The Specific Plan area is also within the City's coastal zone and therefore must be responsive to the policies enumerated in the CCA. The vision for the Specific Plan area, as guided by the CCA, is to integrate visitor-serving uses with residential and open space/park uses on a site that formerly served an industrial use. Visitor-serving uses are a high priority in the coastal zone and are included in the land use plan. The visitor-serving uses proposed for the site include a lodge (hotel) and ancillary retail uses (primarily restaurants). The residential component of the land use plan will consist of single-family detached and attached homes. The open space component of the land use plan includes the conversion of a privately-owned landscape area adjacent to Magnolia Street into a passive park for the public. The land use plan also incorporates an upland native habitat area adjacent to Magnolia Marsh that will serve as a buffer between development and the wetlands. This area will provide an opportunity for environmental interpretive programs along with other parks on the site.

The objective is to create a regulatory and design framework that successfully integrates visitor-serving commercial, residential and open space uses not only within the Specific Plan area, but also to ensure compatibility with a variety of adjoining uses. Careful consideration has been given to incorporating design elements into the Specific Plan that promote compatibility both internally and externally.

The purpose of this Chapter is to provide specific development standards and regulations that will be applied to all new development permitted within the Specific Plan. The regulations are intended to provide parameters in which a specific development proposal may be approved which ensures consistency with applicable land use and zoning laws, including the Coastal Act.

3.1.1 Guiding Principles

The following planning/design principles shall influence the development of the planning areas:

Create a successful mixed-use environment that incorporates residential neighborhoods, a Lodge, restaurants and ancillary retail that complement each other;

Establish a buffer between new development and sensitive wetland resources by creating a new upland habitat area adjacent to the Magnolia Marsh;

Provide pedestrian connections to residential neighborhoods, parks and visitor-serving uses;

Create opportunities for public access and interpretative programs adjacent to the Magnolia Marsh;

Implement measures that promote pedestrian/vehicle safety and compatibility;

Incorporate environmentally sustainable development and best practices that meet or exceed current standards including minimizing the use of concrete and asphalt, incorporating permeable pavement

for storm water infiltration, and maximizing groundcovers rather than pavement to reduce heat reflection;

Place public open space areas in prime locations to provide passive recreational opportunities;

Establish a framework of landscape elements that provide visual character;

Provide for public parking to enhance coastal access;

Incorporate public directional signs into the streetscape; and

Develop high-quality architectural designs that respect and celebrate the coastal lifestyle and culture.

3.2 Planning Area Program

The Magnolia Tank Farm program is illustrated on Figure 3.1: Planning Area Diagram. It includes four planning areas (PA): PA 1 - Coastal Conservation (CC), PA 2 - Open Space-Parks and Recreation (OS-PR), PA 3 - For-Sale Residential (RM) and PA 4 - Commercial Visitor (CV). A private recreation area will provide recreation opportunities for the residents within PA 3.

3.3 Maximum Development

The maximum development permitted is shown on Table 3.1: Maximum Development Table.

<i>Table 3.1: Maximum Development Table</i>				
Development Types	Maximum Density/Intensity	Net Acres	Maximum Development	Total Open Space Acres
PA 1 - Coastal Conservation (CC)				
CC Area	-	2.8	-	2.8
PA 2 - Open Space Parks & Recreation (OS-PR)				
Parks	-	2.9	-	2.9
PA 3 - Residential (RM)				
For-Sale Residential (RM)	15 DU/Ac	18.9	250 Units	-
PA 4 - Commercial Visitor (CV)				

Lodge	175 Guest Rooms	4.3	Up to 230,000 GSF (211,000 GSF Lodge and Guesthouse; 19,000 Retail GSF)	-
Guesthouse ¹	40 Rooms			
GRAND TOTAL	-	29.0	-	5.7
¹ A Guesthouse provides budget-oriented overnight group accommodations (e.g. families, youth sports teams and non-profit organizations).				
GSF = Gross square footage				
Ac = Acre				

3.4 Coastal Access

The following measures shall be incorporated into development plans to enhance public access to coastal resources pursuant to a Coastal Development Permit approved by the Planning Commission:

3.4.1 Public Trail Overlooking Magnolia Marsh

The minimum 70-foot wide Coastal Conservation (CC) area shown as PA1 on Figure 3.1: Planning Area Diagram is adjacent to the Orange County Flood Control property. When combined with the width of the flood control property landward of the flood control channel, the CC area will provide a 100 foot development setback from Huntington Beach Channel and Magnolia Marsh. The CC area will be comprised of upland native plant species designed to complement the adjacent wetlands habitat and a public trail. A minimum 24 foot-wide public trail will be provided through the CC area connecting Magnolia Street with the uses in the CV area (PA4) and with the Marsh Park. The trail will be elevated above the marsh to provide opportunities for the public to view both the marsh and the ocean. The 24-foot-wide public trail will be designed and constructed to comply with requirements of a Fire Department Access Lane as specified by the Huntington beach Fire Department. Refer to Figure 3.2: Coastal Access: Coastal Access.

3.4.2 Marsh Interpretive Programs

The owner of the Magnolia Tank Farm property will enter into an agreement with a non-profit wetlands education organization to conduct interpretive programs for the public and guests at the Lodge. The agreement will allow The Lodge owner/operator to partner with the non-profit to provide Magnolia Marsh wetlands interpretive programs for Lodge guests and the public through interpretive signage and access to docent-led tours of Magnolia Marsh.

The Lodge would provide a gathering place for hotel guests and transportation to the Huntington Beach Wetlands Conservancy Interpretive Center where current tours depart. Docent-led tours may use the existing bridge over the Huntington Beach Channel to access the marsh if feasible, as determined by the

City of Huntington Beach and County of Orange in conjunction with the Huntington Beach Wetlands Conservancy, at the time a development proposal is submitted. Marsh park, located on the north side of the CV area (PA4) and adjacent to the bridge, would serve as a staging area for interpretive programs conducted by the non-profit organization. Interpretive signage designed to educate the public about sensitive wetland and upland habitats will be placed in Marsh Park to augment the organized tours conducted by the non-profit organization.

3.4.3 Public Parks

The existing private property fronting Magnolia Street will be re-purposed to create a passive park that will be available to the public. The park will include an eight-foot wide decomposed granite trail, benches, activity nodes and native landscape. The park is designed to facilitate pedestrian access from Edison Park to Huntington State Beach. Marsh park, located on the north side of the Lodge, is designed to serve as a staging area for docent-led tours of Magnolia Marsh and the location for interpretive signage informing the public on the value of wetland resources.

3.4.4 Public Transit

There are two existing public transit stops on the west side of Magnolia Street adjacent to the Specific Plan area. The transit stop nearest the intersection of Banning Avenue and Magnolia will be enhanced with a shelter and compatible street furniture to provide convenient public access to the Lodge and interpretive programs staged from Marsh Park. These improvements will make public transit an attractive option for members of the public, particularly those who may want to attend the interpretive programs offered by a non-profit entity.

3.4.5 Public Parking

Public parking will be provided within the specific plan area along the interior private Loop Road as shown on Figure 3.2: Coastal Access. Residential developments within PA3 are required to meet the parking standards identified in this Chapter within the development site (i.e. residential projects are prohibited from using parking spaces on the Loop Road to meet minimum parking requirements). Entry controls such as, but not limited to, gates, guardhouses and guards are prohibited on the Loop Road.

3.4.6 Signs

Signs directing the public to coastal access opportunities will be posted in conspicuous locations within the parks, visitor-serving and residential areas. Signs will be posted on Magnolia Street, Magnolia Park and in the CV area (PA4) directing the public to the trailhead within the CC area (PA1). Interpretive signs shall be located along the trail in the CC area.

The CC area shall include signage indicating where public access is allowed and where it is prohibited. A planned sign program shall be submitted to the Community Development Department for approval.

3.4.7 Covenants, Conditions and Restrictions (CC&Rs)

Prior to issuance of a coastal development permit (CDP) for development, a Home Owners' Association (HOA) and Private Property Owners' Association (PPOA) shall be established with CCRs. The CC&Rs shall be submitted to the City for review and approval prior to their recordation and shall reflect, either in their main text or in an exhibit the following:

All conditions of the LCP/CDP applicable to each development;

Be binding upon and run with the land and be included or incorporated by reference in every deed conveying interest within the Specific Plan area;

Provide for maintenance, repair and replacement of all HOA- or PPOA-owned improvements within the common areas including landscape, irrigation, the private Loop Road, common vehicular driveways, parking, recreation, open space, community walls and fences, community facilities, drainage facilities, water quality BMPs and private service utilities;

Include the plant palette provided in Appendix A of Volume II Design Guidelines which identifies the approved and prohibited plant species;

Provide upon the sale of 80% of the residential units, the responsibilities for the following shall transfer from the property owner/development to the HOA/PPOA in perpetuity. These responsibilities shall include maintenance, repair, and replacement by the HOA/PPOA of public access and interpretive signage, landscape irrigation, public trail, trail fencing within PA1 and PA2;

Provide that neither the residents, occupants nor the HOA/PPOA shall interfere with public use of the public access trails within PA1 and PA2 or close off either or both for the exclusive use of the residents; and

Include the approved Domestic Animal Control Plan, Pesticide Management Plan, Landscape Maintenance Agreement and the Project Information Packet described in Section 3.4.8 Resource Protection.

3.4.8 Resource Protection

Each of the following shall be submitted with CDP application and, once approved and accepted, included in the CC&Rs described above.

Domestic Animal Control

A Domestic Animal Control Plan shall be prepared that details methods to be used to prevent pets from entering PA1 including but not limited to, appropriate fencing and barrier plantings. The plan shall be approved by the Community Development Department prior to homeowner/occupant distribution.

Pesticide Management Plan

A Pesticide Management Plan shall be prepared that, at a minimum, prohibits the use of rodenticides, toxic pesticides and herbicides in all outdoor areas (other than Vector Control conducted by the City, County, or Special District). The plan shall be distributed to each homeowner/occupant.

Information Packet

To ensure the continuance of habitat value and function of the adjacent designated Environmentally Sensitive Habitat Area (ESHA), the developer shall provide all property owners or occupants within the Specific Plan area with an Information Packet that explains the sensitivity of the natural habitats adjacent to the Specific Plan area and the need to avoid adverse impacts to Magnolia Marsh, including the prohibition of exotic invasive plant species in landscaping. The Information Packet shall also include a copy of the approved plant palette and prohibited plant list, Domestic Animal Control Plan and Pesticide Management Plan and shall be required to be distributed for all sales of housing units. The project applicant shall submit the Information Packet to the Community Development Department with the application for the first Coastal Development Permit.

3.4.9 Undergrounding of Utilities

All existing overhead utilities lines, including but not limited to 33kV transmission lines, 12kV electrical distribution lines, cable TV lines, telecommunications lines and fiber optic lines, shall be placed underground, pursuant to the City’s Zoning and Subdivision Ordinance (ZSO 255.04.G). The existing pole at the northwest corner of the site may remain as it allows for crossing over of the OCFCD Channel. All new utilities shall be placed underground (C 4.7.2).

3.5 Permitted Land Uses

Permitted uses shall be allowed pursuant to the RM, CV, OS-PR and CC districts of the HBZSO.

3.6 General Development Requirements

The development standards in Table 3.2: Development Standards provide the requirements for planning areas of the Specific Plan. Additional information is provided in this section.

Building Setbacks for the Specific Plan area are shown on Figure 3.3: Specific Plan Building Setbacks.

Table 3.2: Development Standards

Standard	CC	OS-PR ^{4,5}	CV ¹	RM ^{2,3}	Additional Notes
Minimum Building Setbacks (For All Building Stories)					

Table 3.2: Development Standards

Standard	CC	OS-PR ^{4,5}	CV ¹	RM ^{2,3}	Additional Notes
From Magnolia Park	0'	N/A	0'	3'	Building Walls exceeding 25' in height: The required interior side or rear setback adjoining a building wall exceeding 25' in height, excluding any portion of a roof, and located on a lot 45 feet wide or greater, does not require additional setback over basic requirement.
From Northern Property Boundary	0'	0'	N/A	10'	Building Walls exceeding 25' in height: The required interior side or rear setback adjoining a building wall exceeding 25' in height, excluding any portion of a roof, and located on a lot 45 feet wide or greater, does not require additional setback over basic requirement.
From CC Area	N/A	0'	0'	0'	Building Walls exceeding 25' in height: The required interior side or rear setback adjoining a building wall exceeding 25' in height, excluding any portion of a roof, and located on a lot 45 feet wide or greater, does not require additional setback over basic requirement.
Front/Side at Private Streets	N/A	N/A	0'	9'	Measured from back of sidewalk.
				9'	At residential entry road within first 150' of Magnolia Street. Measured from back of sidewalk.
From Internal Private Alleys	N/A	N/A	0'	2'	Detached homes may face alley or street.
Covered Porches/Patios	N/A	N/A	0'	5'	Measured from back of sidewalk if on Loop Road.
Side	N/A	N/A	0'	3'	

Table 3.2: Development Standards

Standard	CC	OS-PR ^{4,5}	CV ¹	RM ^{2,3}	Additional Notes
Rear	N/A	N/A	0'	3'	
Garage (for parking to be permitted in driveway of home)	N/A	N/A	N/A	18'	Measured from alley curb or from back of sidewalk. Driveways must be less than 5' (no parking allowed in driveway). No driveway depths between 5.1' and 17.9'. Driveways must be equal or greater than 18' (for allowed parking in driveway).
Building Separation	N/A	N/A	10'	6'	
Garage to Garage Separation in Private Alley.	N/A	N/A	N/A	30'	30' from garage face to garage face, architectural projections may encroach 3' provided separation meets Fire Department Standards
Commercial Building Facade Articulation	N/A	N/A	See Notes	N/A	Building facade surfaces shall not be $\geq 70'$ without a break, recess or offset measuring $\geq 6''$ in depth, or a series of offsets, projections or recesses at intervals $\leq 40'$ that vary the depth of the building wall by a minimum of 4'
Residential Building Facade Articulation	N/A	N/A	N/A	See Notes	Buildings shall be articulated on all visible sides; Building facade surfaces shall not be $\geq 40'$ without a break, recess or offset measuring $\geq 6''$ in depth. 10' average setback for upper stories shall not be required.
Projections into Setbacks (feet)					
Fireplace (feet)	N/A	N/A	N/A	2.5	Maintain a 30-inch clearance from property line
Cornice, eaves & ornamental features	N/A	N/A	N/A	3	

Table 3.2: Development Standards

Standard	CC	OS-PR ^{4,5}	CV ¹	RM ^{2,3}	Additional Notes
Mechanical equipment	N/A	N/A	See Notes	2.5	Mechanical equipment shall be screened from view; mechanical equipment and cabinets to comply with a 30-inch clearance from property line
Uncovered porches, terraces, platforms, subterranean garages, decks, & patios \leq 3.5' in height serving only the 1st floor	N/A	N/A	N/A	See Notes	At 3' setback: encroachments must maintain a 30-inch clearance from property line. At 9' setback: said architectural features may encroach 6' front, 3' side, 5' rear, 4' street side
Stairs, canopies, awnings & uncovered porches > 3' in height	N/A	N/A	N/A	4	Maintain a 30-inch clearance from property line
Bay windows	N/A	N/A	N/A	2.5	
Balconies	N/A	N/A	N/A	3	
Minimum Usable Open Space (SF)					
Total Open Space SF/Residential Unit	N/A	N/A	N/A	150	Combination of private, common and shared recreation facility
Private Residential Open Space SF	N/A	N/A	N/A	60	Attached dwelling units, 6' minimum dimension; spaces can be aggregated
				100	Detached dwelling units, 8' minimum dimension; spaces can be aggregated. All private open space can be on open decks on any floor.
Common Open Space SF	N/A	N/A	N/A	N/A	Minimum dimension 10'; setback areas cannot be utilized; no window offsets required. Does not have to be open to sky.

Table 3.2: Development Standards

Standard	CC	OS-PR ^{4,5}	CV ¹	RM ^{2,3}	Additional Notes
Recreation Facility Area	N/A	N/A	N/A	15,000	Minimum dimension 10', setback areas cannot be utilized.
Other Standards					
Buildings	N/A	N/A	1.5 FAR	N/A	
Residential Lot Coverage	N/A	N/A	N/A	65%	Small lot development shall also have a 65% lot coverage maximum. Motorcourt cluster, attached homes, and other like condominium mapped typologies shall have lot coverage calculated across the entire condo mapped parcel.
Residential Lot Size	N/A	N/A	N/A	See Notes	Individual residential lot size does not apply in condo mapped conditions such as motorcourt clusters or attached homes. Small lot development shall have a minimum lot size of 3,100 SF and is not subject to an average lot size.
Minimum Residential Unit Size SF	N/A	N/A	N/A	500	
Minimum Interior Garage Size SF	N/A	N/A	N/A	400	Side by Side garages (20x20) Tandem garages may be 380 SF (10x38)
Minimum Site Landscaping (%)	60%		8%	8%	See Chapter 232
Refuse Storage Areas	N/A	See Notes	See Notes	See Notes	See §230.78; when appropriate, trash and recycling bins may be located in the garage or side yard
Courtyards					

Table 3.2: Development Standards

Standard	CC	OS-PR ^{4,5}	CV ¹	RM ^{2,3}	Additional Notes
Courts Opposite Walls on the Same Site	N/A	N/A	N/A	Per CBC	
Courts Opposite Interior Property Line	N/A	N/A	N/A	Per CBC	
Court Dimensions	N/A	N/A	N/A	Per CBC	
Windows	N/A	N/A	N/A	See Notes	Can be oriented to all four sides of a building
Roof Decks	N/A	N/A	N/A	See Notes	Permitted above the 35 foot building height. Structures along Magnolia which are limited to two stories are not allowed to have rooftop decks. Maximum of 400 SF of roof area with solid rail only. Roof deck trellis permitted 10' above roof deck floor and setback a minimum of 5 feet from edge of roof or adjacent unit. Lattice design only, open on 3 sides.
Roof Area (Multi-Family Buildings)	N/A	N/A	N/A	See Notes	Multi-family buildings shall have variation in their roof design and elevation, however, there are no requirements for the percentage of roof that needs to be one, two, or three-story
Walls	N/A	See Notes	See Notes	See Notes	Employ bird-safe design techniques, including but not limited to Bird Safety Glazing Films and or Bird Safety fritted glass on glass surfaces greater than 1 SF facing the marsh in the first row of buildings/homes and fences closest to the marsh to minimize bird strike. Use anti-glare glass or film and employ design elements to reduce glare onto Magnolia Marsh.

Table 3.2: Development Standards

Standard	CC	OS-PR ^{4,5}	CV ¹	RM ^{2,3}	Additional Notes
Dormers	N/A	N/A	N/A	See Notes	No setback required for dormers; setback could force unwanted design
<p>1. The Lodge shall not be converted to Limited Use Overnight Visitor Accommodations (Timeshares) and shall not exceed four stories above a parking garage.</p> <p>2. Senior Housing projects must comply with all standards put forth in the HBZSO.</p> <p>3. Single Family Detached Homes proposed on 6,000 or less square foot lots by PUD shall be subject to HBZSO standards only.</p> <p>4. There are no minimum lot area and lot width requirements in the OS-PR zone.</p> <p>5. In the OS-PR zone, a 25' front setback from Magnolia Street will be applied to any structure over 42" high.</p>					

3.6.1 Measurement of Height

The maximum building heights are shown on Figure 3.4: Height Limits. Building height will be measured from the private Loop Road datum abutting the parcel being developed. In the CV area, elevator shafts, mechanical equipment and architectural features (i.e. non-habitable space) may exceed the base height by up to 10 feet provided the total area exceeding the base height limit is no greater than 15% of the CV area and is setback a minimum of 40' from the CV area boundary.

In the RM area, there is a two-story **and 25 foot building height** maximum for structures along Magnolia Park. This two-story restriction goes from the eastern boundary of the RM area, 50' west into the RM area. Flat roofs are permitted and there are no requirements for top plate height. Roof pitch shall be considered when designing the elevation to successfully accomplish style intent.

Building height for the Lodge shall be measured from the finished grade at the main building entry to the top of the structure. This height envelope is constant and will maintain the maximum height of any building independent of any ground level variation due to grade or road design.

3.6.2 Subterranean Structures

Any story of a structure that is located entirely below finish grade shall not be counted as a building story for determination of maximum height restrictions. No minimum setback from a public right-of-way shall be required for subterranean development unless otherwise specified by the Building Code.

3.7 General Parking Requirements

All parking shall be provided on-site with the required number of parking spaces specified by Chapter 231 of the HBZSO and General Plan Coastal Element section C 2.4.2a with the following differences and additional requirements:

Detached cluster and detached single-family small lot homes shall comply with the Multi-Family Residential parking requirements;

A tandem parking configuration may be utilized for both garage and driveways to meet required parking for individual residential units (maximum two enclosed parking spaces deep). One driveway parking spot may be located behind enclosed tandem garage with the appropriate driveway depth. Guest parking on driveways shall count as guest parking only for the unit it serves;

Guest parking spaces for residential uses shall be located in parking bays within 200 feet of the unit served and are also permitted in driveways (as noted in Table 3.2);

All CC&Rs shall require a parking management plan to ensure the ongoing control of availability of onsite parking including but not limited to: restricting the use of garages that will preclude the parking of two vehicles, all open parking spaces within the development shall be unassigned and available for visitors, and towing of any vehicles violating the restrictions within the CC&Rs; and

Senior projects are to comply with senior parking requirements as stated in the HBZSO Off-Street Parking Space Requirements.

On-street parking on Magnolia Street that are lost due to the construction of the new community entry across from Bermuda Drive shall be mitigated by the addition of public parking spaces created along the Loop Road.

3.8 Affordable Housing

Section 230.26 of the HBZSO applies and requires that at least ten percent (10%) of all new residential construction shall be affordable units. As an alternative to complying with Section 230.26, the City and the Property Owner may enter into an agreement that allows for the payment of in lieu fees for 100% of the affordable housing obligation.

3.9 Crime Prevention, Public Safety, Environmental and Fire Protection Requirements

Methods enhancing public safety with regard to crime prevention, site re-use, and fire department accessibility have been and will continue to be taken into consideration through the development stages of the project.

Due to the previous site use, oil well abandonment for the three existing wells shall be completed to the satisfaction of the California Division of Oil, Gas and Geothermal Resources (DOGGR) and the Huntington Beach Fire Department.

A permit shall be obtained from the Huntington Beach Fire Department as per City Specification #422 Oil Well Abandonment Permit Process.

Oil wells shall be abandoned to the current DOGGR standard.

Prior to issuance of grading permits, the Project Applicant shall have implemented all required site assessment and remedial actions to address residual contamination in soil, soil gas, and groundwater as prescribed by the California Department of Toxic Substances Control (DTSC) and under DTSC oversight. The Project Applicant shall obtain a “No Further Action” letter or other written concurrence from DTSC indicating the successful completion of remediation activities and submit this written documentation to the City of Huntington Beach Fire Department for approval. Furthermore, prior to the approval of any building and grading permits, the site soil shall show compliance with City Specifications #429 and #431-92.

All open spaces within the Specific Plan boundary will include access, lighting, signage, and landscape design to facilitate optimal visibility and discourage crime and loitering.

Bollard lights will be at least three feet high;

Passive lights will be down-lit through all hours of darkness;

Easily visible signs will be posted stating hours of operation, access restrictions, and ownership. It will be clearly stated on appropriate signs that the City does not own nor maintain these open spaces; and

Plant choices will provide optimal visibility for passive surveillance while also discouraging camping, living, and sleeping.

3.10 Coastal Conservation (CC) Requirements

The Magnolia Marsh is an important environmentally sensitive habitat area adjoining the Specific Plan area. The CC area is designed to create upland habitat that functions as a buffer to the Marsh, and includes a public trail and interpretative signage (C 2.6.6, C 2.7.1, C 3.2.1, C.1.26, C.7.1.3, and C7.1.4). The CC area extends from the southwesterly property line, 70 feet inland along the entire length of the Specific Plan area’s southwesterly boundary. When combined with the OCFCD property, there is a 100-foot wide buffer from the inland wall of the Huntington Beach Channel to the CV and RM planning areas. Figure 3.6: Conceptual CC Area Plan and Section depict the ecosystem-based design of the upland edge of Magnolia Marsh between OCFCD property and the inland edge of the CC area in both section and plan views. Refer to Appendix A of Volume II Design Guidelines for the permitted plant palette.

3.10.1 Habitat Management Plan

A Habitat Management Plan for the CC area which includes the plant palette, location and types of plantings, planting techniques, monitoring procedures, success criteria and long-term maintenance, must be submitted concurrent with the first CDP for project development.

3.10.2 Walls and Fences

Fencing is required to protect sensitive resource areas from disturbance. Appropriate fencing and a gate will be installed along the western edge of the CC area to protect the Marsh from unsupervised entry by the public, but allow the docent tours to access the bridge through a gate. The existing chain link fence on the OCFCD property will remain in place. Additional fencing will be located along the boundary between the CC area and the residential neighborhoods to keep people and pets from entering the CC area from Marsh Park to the northern property line. Additionally, community walls are proposed on the northern boundary and along the Magnolia Park boundary. No walls, fences or other devices designed to preclude public access to the CC area are allowed except those approved as part of this Specific Plan.

3.10.3 Irrigation

No permanent irrigation systems shall be allowed adjacent to environmentally sensitive habitat areas (C 7.3.1). All planting within the CC area will be temporarily irrigated with an automatic system consisting of a weather based controller, master valve, flow sensor, control valves, on grade PVC pressure mainline and lateral piping. Irrigation will be programmed for optimal duration and cycle based on plant growth cycles and weather conditions. All irrigation components will be removed at completion of the establishment period.

3.11 OS-PR Requirements

3.11.1 Marsh Park

Marsh Park is located in the area between the Lodge and the residential area that overlooks Magnolia Marsh. A controlled access point to Magnolia Marsh is located near here. Marsh Park preserves public view corridors to the ocean and the Marsh and serves as a staging area for docent-led tours of the Marsh or other interpretive programs.

3.11.2 Magnolia Park

Since the early 1970s, there has been a private landscaped area adjacent to Magnolia Street. Although this greenbelt (referred to by local residents as Squirrel Park) has never been an actual public park, it has been informally used by residents and visitors. In addition, there is an existing curb-adjacent sidewalk, on-street parking and a Class II bike lane.

Figure 3.8: Conceptual Magnolia Park Plan and Enlargement of Gathering Area depicts the public park along Magnolia Street that provides pedestrian access and passive recreational amenities.

All mature/significant trees removed as part of the Magnolia Park improvements will be replaced on a 2:1 basis (two 36-inch box trees for every mature/significant tree removed) (C 4.6.3).

Signs will be provided in Magnolia Park to guide and facilitate beach bound traffic (C 2.1.1). All applicable signage will notify the public that the park is not maintained by the City nor part of the City's park system.

3.12 CV Requirements

The Lodge, Guesthouse, local-serving retail and adjacent plaza become a major focus area of the community. Lower-cost visitor and recreational facilities shall be provided in the CV area.

Overnight Accommodations

Coastal Act Section 30213 states: "Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Development providing public recreational opportunities are preferred. The Commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purposes of determining eligibility for overnight room rentals in any such facilities".

Given the proximity of the Tank Farm property to Huntington State Beach, one of the most popular beaches in southern California, the opportunity exists to address the goals stated in Section 30213 by providing a variety of overnight accommodations. The Commercial Visitor planning area of this specific plan allows up to 175 market-rate hotel rooms (Lodge) and an additional 40 rooms (Guesthouse) that are designated as lower cost overnight accommodations (see Table 3.1). Below are the policies and regulations guiding the development of the visitor-serving facilities within the Commercial Visitor planning area.

The market-rate rooms and lower cost rooms can be provided in separate facilities or can be integrated into a single facility.

The Lodge can provide fewer than 175 market-rate rooms, but in no case shall less than 40 lower cost rooms be constructed in the Commercial Visitor planning area.

Each of the lower cost rooms shall contain at least two beds.

The market-rate rooms and lower cost rooms must be available for use by the public prior to the issuance of the 200th occupancy permit within the residential planning area (PA 3).

Lower cost room rates will be determined by an annual survey of all hotel/motel room rates in the Coastal Zone ten miles north and south of the project site. The lower cost room rates in the Specific Plan area shall be within the bottom thirty percent of the hotel/motel room rates in the survey.

3.12.1 Public Open Space

Development within the CV shall provide outdoor or unenclosed areas on the ground floor or above floor levels designed and accessible for use by the public. Public open space may include any of the following: plazas, patios, balconies, gardens or view areas, open to the street on the first floor, or open on at least one side above the first floor, or open to the sky.

The following elements are required:

At least 5% of the gross CV area shall be public open space;

At least 30% of the public open space area shall contain landscaping, including shade trees, accent trees, and other soft landscaping. Hard surfaced areas and specialty paving shall also be incorporated into the public open space design;

A maximum of 25% the required public open space may be provided above the street level, e.g. balconies, decks, etc. Open space provided above street level shall be readily, visibly, and obviously accessible to the general public and public access signage shall be provided;

Public open space shall include seating, as well as other pedestrian amenities, such as decorative lighting, planters, low-water using fountains or water features, distinctive paving, decorative tiles, public art, landscaping, and bicycle racks.

3.13 Residential Typologies

3.13.1 Home Types

A primary design objective for the Specific Plan is to provide a variety of home types to suit the needs of different life stages and market segments. The following section provides conceptual examples of a variety of single-family detached and attached homes. The plotting concepts are provided only to illustrate a potential layout of each building type and have not been reviewed for compliance with applicable development standards. These concepts are not intended to be mandated layouts. All layouts shall be reviewed for compliance with City standards during the Plan Review process. Fire access to any future developments will need to comply with the applicable access requirements at the time construction documents are submitted to the City.

3.13.2 Open Space

At least 150 square feet of open space shall be provided for each residential unit. This square footage may either be common or private open space. For purposes of this section, open space shall mean an area that is designed and intended to be used for active and passive recreation including common recreation space shared between parcels. Parking areas, access aisles, and driveways shall not qualify as usable open space.

3.13.1.1 Common Recreation Space

Common recreation space shall be provided for the residential area. This space will be shared between parcels and shall include at least **three** of the following:

A clubhouse, a swimming pool, outdoor cooking facility, or other recreational amenities.

3.13.1.2 Pedestrian Access

Paseo connections shall be included to provide safe and convenient access between the visitor- and resident-serving uses, residential developments and the adjacent streets. Pedestrian amenities such as seating, decorative and safety lighting, planters, fountains, drinking fountains, distinctive paving, decorative tiles, public art, landscaping, and bicycle racks are permitted in paseos. The following additional elements shall be considered in a paseo:

Pedestrian links shall be provided between buildings and public open spaces, and should be visually emphasized through the use of landscaping or trellis features, lighting, walls, and/or distinctive paving;

Public outdoor spaces shall be a part of an interconnected pedestrian system throughout the development and adjacent land uses;

Each paseo shall have a minimum four-foot wide ADA compliant walkway and path of travel with sufficient clear space to allow for appropriate landscaping, benches, outdoor dining opportunities (when adjacent to the Lodge, Guesthouse or local serving retail);

Paseos shall be open to the sky;

Incorporate at least one focal point such as an architectural structure, public art, landscape features, and low-water using water features, potted plants, arbor elements, trellises, art features or other landscape related items that would provide a focal element;

Provide safe passage by avoiding configurations that allow for concealment or blind spots hidden from public view;

Denote paseo entrances with a combination of enhanced paving, pilasters, low walls, and/or overhead structures;

Provide lighting and low-level landscape for pedestrian visibility; and

Include directional/wayfinding signs.

4.1 Regional Circulation

Regional and interregional roadway access is provided by a system of freeways and arterial streets. The San Diego Freeway (I-405) is the major north-south freeway, traversing the northeastern portion of the City. PCH (SR-1) extends parallel to the coast on the western portion of the City providing access to the cities of Newport Beach and Seal Beach. Beach Boulevard, 0.8 miles to the northwest, has been designated a smart street arterial by the Orange County Transportation Agency (OCTA) with enhanced capacity to provide regional circulation.

Magnolia Street, a Primary Arterial, is a four-lane divided roadway carrying local and regional traffic and provides access to the Specific Plan area. Curbside parking along Magnolia Street is permitted in front of the Specific Plan area.

The General Plan designates Magnolia Street as a minor urban scenic corridor. Views within the coastal zone should be preserved with landscaping and detailing required to reinforce the aesthetic beauty of the area as provided in Magnolia Park.

4.1.1 Multi-Modal Opportunities

4.1.1.1 Transit

OCTA operates bus lines within the City of Huntington Beach. Route 33 with two bus stops adjacent to the site provides service between PCH and the Fullerton Park and Ride. Additional bus routes are located nearby on PCH including Route 1 which provides service between Long Beach and San Clemente and Route 178 which provides service from Huntington Beach through Costa Mesa to Irvine along Adams Avenue. The Goldenwest Transit Center is located near Beach Boulevard and McFadden Avenue approximately 7.9 miles from the site. Bus shelters will be provided along Magnolia Street at the two current stops adjacent to the specific plan area.

4.1.1.2 Regional Pedestrian and Bicycle Circulation

Bicyclists are accommodated throughout the City with Class II on-street striped lanes including on Magnolia Street. The California Coastal trail is an additional off-road bicycle lane provided along the beach. The coastal trail can be accessed from the Specific Plan area via Magnolia Street. Sidewalks along streets provide pedestrian access. Refer to Figure 4.1: Regional Pedestrian and Bicycle Circulation Plan.

4.2 Circulation

There will be two points of ingress/egress to the Specific Plan area. One will be located at the intersection of Magnolia Street and Banning Avenue. The other entry point is located directly across from Bermuda Drive. The Magnolia and Banning intersection is signalized. The site has been designed with an interconnected pattern of streets and walkways, promoting connectivity and walkability. The development area will not be gated, allowing full access to the public. All access ways shall be free and clear of any and all structures including, but not limited to, utility devices.

The internal circulation network is provided through private streets (i.e. streets are privately maintained by an HOA and open to the public) with multiple connections for pedestrians and vehicles. All wet and dry utilities are located within these private streets. The exact location of the loop circulation system and the location of on street parking may be adjusted during the design review process.

4.2.1 Magnolia Street

Existing Magnolia Street adjacent to the Specific Plan area is a four-lane road with parallel parking and a contiguous on-street bicycle lane and is designated as a Primary Arterial Street with a Minor Scenic Corridor identification. Refer to Figure 4.2: Magnolia Street Section A. Magnolia Street includes the following:

- Retention of existing on-street parking capacity;
- Retention of a four-way signalized intersection at Banning Avenue; and
- A public park located adjacent to the street.

4.2.2 Private Streets

The backbone circulation system is a loop road that provides access to both the visitor commercial and the residential area. The entry to the Lodge is north of the Banning Avenue intersection. The entry at Banning includes a landscaped median, a minimum five-foot curb adjacent sidewalk and a minimum of five feet of landscape on the Lodge side, and a minimum five-foot curb adjacent sidewalk with a minimum of four feet of landscape on the residential side. The entry radii from Magnolia is 35 feet and the entry radii into the drop off area is 20 feet. Refer to Figure 4.3: Lodge Entry Road Section B, Figure 4.4: Lodge Entry Road at the Lodge Drop-Off Section C and Figure 4.5: Lodge Entry Road Section D.

The residential entry road at Bermuda has a minimum eight-foot wide landscaped median with a minimum five-foot wide sidewalk on both sides with a minimum five feet of continuous landscape; refer to Figure 4.6: Residential Entry Road Section E. The curb radius to enter the Specific Plan area from Magnolia is 35 feet.

The residential private road includes minimum 5-foot wide sidewalks, and minimum 4-foot wide continuous landscape within a minimum 9-foot building setback. Refer to Figure 4.7: Typical Private Road Section with Parking on Both Sides Section F. All private roads shall meet the following criteria:

- Sidewalks per public works standard plans;
- Provide adequate areas for maneuvering, stacking of vehicles and emergency vehicle access;
- The loop road is privately maintained and open to the public; and
- Gates, guardhouses and guards are prohibited on the loop road.

4.2.3 Roundabouts and Knuckles

The loop road provides traffic calming measures, such as roundabouts, knuckles, on-street parking, etc. to reduce traffic speeds and increase safety. Refer to Figure 4.8: Typical Roundabout and Figure 4.9: Typical Street Knuckle. All roundabouts and knuckles will be sized to comply with the width and turning radii stated in the Huntington Beach Fire Department City Specification #401.

4.2.4 Fire Access

The circulation system throughout the development will consist of a loop road and vehicular drive aisles varying in width for access to individual residential projects. The internal backbone roads will consist of a 40-foot dimension from curb to curb (with parking on both sides). There will be additional internal private drive aisles with a minimum 24-foot dimension for access to each unit. The fire access roads shall meet the California Fire Code Section 503.1.1 and City of Huntington Beach Fire Department Specification No. 401 requirements for location, width and turning radii. Refer to Figure 4.10: Typical Fire Access Cross Section at Lodge Section G and Figure 4.11: Conceptual Fire Access Exhibit for illustration.

4.2.5 Private Alleys

Private drive aisles provide direct access to individual garages. When used as a Fire Access lane, Private Alleys shall comply with all California Fire Code and Huntington Beach Fire Department access requirements including turnaround requirements. Refer to Figure 4.12: Typical Private Aisle Plans. Features include the following:

- Front doors can face the drive aisle;

- Garages shall be separated to ensure adequate maneuvering space; and

- Either a rolled 0-inch curb or vertical curb are permitted; and

- No encroachments allowed within 24-foot alleys. All additional parking and overhangs must be outside of this width and approved by HBFD and City of Huntington Beach.

4.2.6 Motor Courts

Motorcourts provide direct access to individual garages and front doors. When used as a Fire Access lane, motorcourts shall comply with all California Fire Code and Huntington Beach Fire Department access requirements including turnaround requirements. Refer to Figure 4.13: Typical Motorcourt Plans. Features of motorcourts include the following:

- Front doors can face a motorcourt;

- Garages shall be separated to ensure adequate maneuvering space;

- Either a rolled 0-inch curb or vertical curb are permitted;

- Visual enhancements are encouraged to increase safety; and

No encroachments allowed within 24-foot alley/motorcourt road widths. All additional parking and overhangs must be outside of this width and approved by HBFD and City of Huntington Beach.

4.2.7 Bicycle Circulation

The Specific Plan provides for bicycles through lower speed shared roadways within the community. In addition, there is a Class II bicycle lane on Magnolia Street.

4.2.8 Pedestrian Circulation

A major focus of the Specific Plan is the pedestrian environment (C 2.2.7). Sidewalks and pathways throughout the community connect to facilitate public access. Clear pedestrian and required ADA path of travel links from the CV uses and the recreational areas will be provided.

There are existing sidewalks along both sides of Magnolia Street. The existing signalized intersection at Magnolia Street and Banning Avenue, provides a pedestrian crosswalk. Additional new pedestrian pathways are provided within Magnolia Park. Pedestrian coastal access across the bridge of the Huntington Beach Channel will be preserved (C 2.2.1).

Pathways will provide additional off-street walkways for pedestrians typically between buildings to provide connectivity through the CV and residential areas. Pathways can be concrete, asphalt or decomposed granite.

4.3 Grading

Under existing conditions, the site is generally low lying, flat and surrounded by a series of berms which requires large stormwater pumps to drain the site. Under the proposed condition, the existing berms will be removed and the site will be raised to allow for a gravity-based storm drain system. The pad elevations of the development and grading design will also take into account future sea level rise scenarios.

Fire/emergency access shall be maintained during project construction phases in compliance with California Fire Code (CFC) Chapter 33, Fire Safety During Construction And Demolition. 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. The Huntington Beach Fire Department will not approve any grading plans until the oil wells have been abandoned in accordance with City Specification #422 and the soil quality has shown compliance with City Specification #429 and 431-92.

Containment curtains shall be provided adjacent to construction projects on inland waterways to avoid turbid waters drifting into the ocean (C 6.1.5). Stockpiles of soil, rock or any other graded material shall not exceed six feet in height. No sediment is allowed to leave the site pursuant to the State's Construction General Permit.

Impervious areas will be reduced to the maximum extent feasible (C 6.1.25).

4.4 Drainage

Based on the grading design, the site drainage will be collected within the interior streets and directed towards the northwest corner of the site. Site drainage along Magnolia Street will be collected and directed towards the southern portion of the site. All site drainage within the internal streets will be collected into catch basins. The private catch basins will be located along the curbs and connect to the private underground storm drain system varying in size from 18 to 48 inches. The location and size of the catch basins will be determined during the entitlement process in which a Preliminary Hydrology and Hydraulics Study will be submitted by the Developer to the City for review and approval. Refer to Figure 4.14: Conceptual Storm Water Master Plan. All stormwater flows will be routed to the Huntington Beach Channel. No stormwater detention is required at this time.

Draining directly to the existing Huntington Beach flood channel on the west and southwest of the site appears to be feasible and will be pursued. Proposed private drainage will generally flow in a westerly direction and will connect directly to the flood channel, pending review and approval by the County of Orange Public Works Department. Further design and permitting coordination will need to occur with OCFCD and City of Huntington Beach Public Works to finalize the design and encroachment permit conditions.

4.4.1 Water Quality

The 1972 amendments to the Federal Water Pollution Control Act prohibit the discharge of any pollutant to navigable waters unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. Since 1990, the City of Huntington Beach has been required to develop and implement a storm water management program designed to prevent harmful pollutants from being washed by storm water runoff into the storm drain system and to obtain a NPDES permit. The City's NPDES Permit requires new development to minimize short and long-term impacts on receiving water quality to the maximum extent practicable.

The City's General Plan and LCP include development goals and policies that focus on storm water management, including landscaping policies and requirements, open space goals and policies, preservation or integration with natural features, and water conservation policies. The following policies and goals address storm water management requirements:

Reduce pollutant runoff from new development and urban runoff to the maximum extent practical (ERC-7E);

Prohibit development that jeopardizes or diminishes the integrity of sensitive or protected coastal plant and animal communities accounting for expected changes from sea level rise (ERC8C); and

Enhance and protect water quality of all natural water bodies including rivers, creeks, harbors, wetlands and the ocean (ERC17).

New developments are required to incorporate a minimum level of storm water management BMPs that will allow for the implementation of innovative, effective, cost effective, multi-beneficial BMPs. Additional water quality BMPs are discussed in the following section.

4.4.2 Water Quality Management

The water quality features and drainage system will be designed to meet the City and County's requirements for water quality. A preliminary Water Quality Management Plan (WQMP) for the Specific Plan area will be developed for the Environmental Impact Report (EIR) to be reviewed and approved by the City of Huntington Beach. Both the project's storm drain system and the proposed water quality BMPs will be maintained by an HOA. Under the Low Impact Development (LID) BMP hierarchy, development within the Specific Plan must infiltrate, harvest and reuse, evapotranspire, or biofilter, the 85th percentile, 24-hour storm event (Design Capture Volume) depending on site specific features and criteria.

As the Specific Plan area is subject to seawater intrusion into the underlying shallow groundwater table coupled with a thick clay layer, infiltration (or percolation) of stormwater is not feasible. Harvest and reuse is potentially feasible and will be implemented to the maximum extent practicable based on grading, water demands and other site constraints including public health codes. Harvest and reuse LID BMPs capture and store stormwater runoff for later use (i.e. landscape irrigation, evaporative cooling, toilet and urinal flushing, etc.) following public health code requirements. Harvest and reuse BMPs are proposed to capture stormwater from the CV area where stormwater will be re-used for irrigation of common area landscaping throughout the entire site. Depending upon on water demands the Specific Plan area, the harvest and re-use BMPs will likely be combined with biotreatment BMPs (i.e. bioretention with under drains) to ensure the 85th percentile, 24-hour storm event is either stored and reused or treated prior to discharging off-site. Stand-alone biotreatment/bioretention stormwater planters are also proposed for the development adjacent to the parks and common areas to treat flows prior to connection into the Specific Plan area's storm drain system. Design, application and operations of all harvest and re-use components, and biotreatment will be in accordance with all applicable City, County and State codes, laws and regulations.

Additionally, because the Specific Plan area is a residential area with mixed use, it qualifies as a Priority Land Use under the Trash Provision adopted by the California State Water Resource Control Board. Under the Trash Provision, the Specific Plan area is required to install full capture devices in catch basins to retain all trash and gross solids larger than 5 mm (e.g., cigarette buds), and proposes to install

connector pipe screen (CPS) units (or other certified full capture system) in all catch basins throughout the property.

In addition to long-term water quality management, the proposed project will be required to mitigate the construction-period pollutant runoff by developing a Stormwater Pollution Prevention Plan (SWPPP), which will include construction BMP procedures to control and prevent the entry of pollutants into the storm drain systems and waterways. The proposed project will also apply for coverage under the Waste Discharge Requirements for Discharge of Storm Water Runoff Associated with Construction and Land Disturbances Activities (Order No. 2009-0009-DWQ), i.e., General Construction Permit.

4.5 Water

Water for domestic service and fire protection is provided to the Specific Plan area by the City of Huntington Beach. There is an existing 12-inch Asbestos Cement (AC) pipe water main in Magnolia Street, fronting the property. This 12-inch water line currently provides water and fire service to the property and can be utilized for the proposed improvements. However, the developer will be required to provide necessary improvements to existing impacted infrastructure and be responsible for its fair share of associated costs resulting from development activities as identified through the review and approval process.

The existing water pressure in the Specific Plan area is in the 70-75 pounds per square inch (PSI) range. Water pressure and fire flow tests will need to be performed to verify existing pressure and analyzed to ensure proper pressure throughout the development footprint.

The developer will generate water improvement plans that conform to City standards for approval. The public water system is proposed to be publicly maintained and an easement will be provided for access and maintenance by the City of Huntington Beach Public Works Utilities Division.

Backflow protection device locations shall be constructed per the latest Public Works Standards and approved by the Planning Division and Public Works Department.

Proposed water lines will be constructed in locations as depicted on Figure 4.15: Conceptual Domestic Water Master Plan. Final location and size of water lines and appurtenances shall be approved by the Public Works Utilities Division. Hydraulic analysis will be needed for the proposed and adjacent water system network. In addition, fire hydrant locations will be determined during review of water improvement plans. All fire hydrant spacing will comply with the requirements stated in the California Fire Code and City Specification #407.

4.6 Sanitary Sewer

Magnolia Street has four sewer mains located beneath the right-of-way. These include an OCSD 78 inch reinforced concrete pipe (RCP) main, a 15-inch vitrified clay pipe (VCP) sewer main, 12-inch RCP sewer

main and a 8-inch VCP sewer main. The 15-inch and 12-inch existing sewer main have been abandon per City of Huntington direction.

The Orange County Sanitation District's (OCSD) 78-inch sewer main is located along the centerline of Magnolia Street approximately nine feet deep. The City of Huntington Beach's 8-inch sewer main starts at the corner of Magnolia Street and Banning Avenue and runs north 132 feet and ends at a manhole. This pipe is approximately 11 feet deep and is not viable to use for a new connection.

The proposed project sewer will be divided into two sewer main systems. The sewer serving CV uses will connect to an existing City of Huntington Beach Sewer manhole at the corner of Magnolia and Banning. The existing sewer manhole has an existing 8-inch sewer lateral into the 78-inch OCSD sewer trunk sewer. The sewer serving the residential uses will connect to City of Huntington Beach sewer junction structure which has existing 36-inch sewer lateral into the existing 78-inch OCSD sewer trunk system. Refer to Figure 4.16: Conceptual Sewer Master Plan.

A sewer study shall be prepared and submitted to the Public Works Department for review and approval. The sanitary sewer system shall be designed and constructed to serve the development, including any off-site improvements necessary to accommodate any increased flow associated with the project.

4.7 Emergency Services

The Specific Plan area will be served by the City of Huntington Beach Fire Department. The Specific Plan complies with all fire department access requirements. The nearest Fire Station, Station 4, is located 0.3 miles from the site at 21441 Magnolia Street in Huntington Beach. Fire access roads shall comply with all codes and standards that are applicable at the time construction documents are submitted to the City.

Law enforcement services are provided by the Huntington Beach Police Department that includes one central police station and four substations; the nearest substation to the Specific Plan area is located at 204 Fifth Street in downtown Huntington Beach.

4.8 Utilities

The design and configuration of dry (power and communications) and wet (water, gas and sewer) utilities need to take into account both project functional and aesthetic needs, particularly with respect to street landscape and view protection and enhancement. These conceptual plans will guide later detailed utilities design and landscape architecture.

Southern California Edison (SCE) provides electricity to the site. There are overhead 33 kV electrical transmission lines and 12kV electrical distribution lines along the project's Magnolia Street frontage and along the northerly boundary of the property adjacent to the ASCON landfill. Said overhead lines connect to similar lines across the OCFCD channel at the AES Generating Facility to the west of the property.

All existing overhead utility lines, including but not limited to 33kV electrical transmission lines, 12kV electrical distribution lines, cable TV lines, telecommunication lines and fiber optic lines, shall be placed underground, pursuant to the City's Zoning and Subdivision Ordinance (ZSO 255.04.G) The existing 33 kV overhead transmission line at the ASCON boundary will be relocated and placed underground (with review and approval by the City and SCE) in the Bermuda Street right-of way extension. New vaults shall also be placed in the paved portion of the right-of-way. All of the aforementioned undergrounding shall be performed at no cost to the City.

Southern California Gas Company provides natural gas service to the site. Although not yet designed, gas regulators will be placed within common areas. However, individual gas meters will be placed on the sides of the buildings.

The cable service franchisee in the Specific plan area is currently Time Warner Cable; if permitted other cable companies may provide service. Phone service to the Specific Plan area is currently provided by Verizon. No changes are proposed to the existing cable and phone service systems.

All new and existing public and private utility lines and distribution facilities, on both the street and alley frontages, including but not limited to electric, communications, street lighting, and cable television lines, shall be installed underground, except that surface-mounted transformers, pedestal-mounted terminal boxes, meter cabinets, and other equipment appurtenant to underground facilities located on private property or installed pursuant to a franchise or other agreement are permitted above ground subject to compliance with the HBZSO.

4.9 Solid Waste Disposal

Solid waste from the Specific Plan area is collected by Republic Services, the City's current franchisee, and brought to the transfer station at 17121 Nichols Lane in Huntington Beach. At this waste transfer station, all waste is thoroughly sorted both mechanically and manually. Materials that cannot be salvaged for reuse are sent to the Frank R. Bowerman Landfill in Irvine. Permitted capacity for the landfill is limited to 8,500 tons per day. Trucks are diverted to one of the other two landfills in the County if the per day capacity is reached at the Bowerman Landfill. The 725-acre facility opened in 1990 and is planned for closure in 2053, based on permitted maximum daily use.

During the construction phase, all construction will comply with the CalGreen Code through recycling and reuse of at least 65 percent of the nonhazardous construction debris from the site.

4.10 Schools

The Specific Plan area is located in two school districts, the Huntington Beach Union High School District and the Huntington Beach City School District. The nearest High School, Edison High School is located 0.3 miles north of the site. The closest Junior High is Isaac Sowers Middle School located 1.6 miles north

of the site and the closest elementary school is John H. Eader Elementary School located 0.4 miles east of the site.

Applicable school fees will be paid at the time of building permit issuance.

4.11 Phasing, Financing and Maintenance of Improvements

It is anticipated that Specific Plan development construction will commence in 2020 with build out occurring in 2026. Rough grading of the entire site – including water quality BMPs – will occur first. Figure 4.17 Development Phasing Plan shows the three construction phases of the Specific Plan area. The Lodge, Magnolia Park, Marsh Park and the Coastal Conservation Area (including the public trail) up to the northern edge of Marsh Park are in the first phase of construction. The first phase also encompasses the residential development area closest to Magnolia Street. To ensure that the public park improvements are constructed and open for public use in a timely manner, the public park improvements – Magnolia Park, Marsh Park and the public trail in the Coastal Conservation area - shall be completed and open to the public prior to the issuance of the first certificate of occupancy for a residential unit in Planning Area 3.

Since the Lodge and its associated visitor serving uses in the CV Planning Area are essential components in satisfying the policy objectives in city's Local Coastal Program, it shall be constructed in the first phase of development. Given the extended construction schedule for a facility of this size - anticipated to be two and a half to three years from the start of site preparation - the Lodge shall be open to the public prior to the issuance of the two hundredth certificate of occupancy for a residential unit in Planning Area 3. This requirement applies to both market rate and affordable accommodations at the Lodge.

Financing and construction of the backbone infrastructure – loop road, storm drain, water, wastewater, dry utilities – is the responsibility of the developer. These improvements will be constructed in phases consistent with Figure 4.17. Financing of these improvements could occur through a Community Facilities District (CFD) established pursuant to the Mello - Roos Community Facilities District Act of 1982.

Residential construction will include multiple phases within each neighborhood. Building starts will be based on the pace of home sales and market conditions at that time with the final number of phases to be determined accordingly.

Table 4.1 establishes the responsibilities for construction, financing and maintenance of public and private improvements within the Specific Plan area. It is anticipated that the developer will form a master Property Owner Association (POA) to maintain the larger common areas within the Specific Plan area (e.g. Coastal Conservation area, community entries, Magnolia Park etc.). Each individual neighborhood may also have a Homeowners Association (HOA) to maintain common areas within the neighborhood.

Table 4.1: Financing and Maintenance Plan

Service or Facility	Party(ies) Executing Construction	Party(ies) Financing Construction	Party(ies) Maintaining
Common Facilities			
Private Streets and Sidewalks	Master Developer	Master Developer	Home Owners Association(HOA)/Property Owners Association (POA)
Community Walls/Fences	Master Developer	Master Developer	HOA/POA
Storm Drainage Facilities	Master Developer	Master Developer	HOA/POA
Water Facilities	Master Developer	Master Developer	City
Sewer	Master Developer	Master Developer	City
Parks/Open Spaces	Master Developer	Master Developer	HOA
CC Area	Master Developer	Master Developer	HOA
Non-Residential			
Landscape Setbacks	Builder	Builder	Property Owner/POA
Parking Lots	Builder	Builder	Property Owner/POA
Walls	Builder	Builder	Property Owner/POA
Residential			

Common Area & Landscaping Improvements	Developer/Builder	Developer/Builder	HOA
Walls/Fences	Developer/Builder	Developer/Builder	HOA
Private Front Yard Patio	Builder	Builder	Homeowner
Private Backyards	Homeowner	Homeowner	Homeowner

Appendix B

A major factor influencing the future use of the site is the issue of sea level rise (SLR). Given the site’s low elevation, proximity to the ocean and Magnolia Marsh, addressing the future effects of SLR up to year 2100, has been a major consideration in formulating a land use plan and design features to comply with the *California Sea-Level Rise (SLR) Guidance: 2018* prepared by the Ocean Protection Council (OPC) and California Natural Resources Agency (CNRA) and the CCC guidance titled, *California Coastal Commission Sea Level Rise Policy Guidance, Interpretive Guidelines for Addressing Sea Level Rise in Local Coastal Programs and Coastal Development Permits* on August 12, 2015. Based on information in the 2018 document, mean sea level along the southern California coast is projected to rise up to between 2.1 and 9.9 feet by the year 2100 depending on three scenarios: Low Risk, Medium-High Risk and Extreme Risk. The medium-high risk aversion SLR projections using the low emissions scenario were selected to assess the vulnerability of the proposed development to coastal hazards in the future with SLR. SLR could potentially lead to increased tidal inundation, coastal erosion, and saltwater intrusion as well as increased flooding during coastal storms (high waves during high tide conditions), fluvial storms (river floods), and tsunamis. A SLR vulnerability assessment based primarily on guidance recommendations provided in the 2018 State SLR Policy Update was prepared for the project and a SLR adaptation plan based primarily on recommendations in the 2015 CCC SLR Policy guidance was then developed to address the potential vulnerabilities. A summary of the SLR vulnerability assessment and adaptation plan is provided below.

1. Potential Sea Levels

The closest National Oceanic and Atmospheric Administration (NOAA) tide gauge station is the Los Angeles Harbor Station (NOAA Station 9410660), which is located approximately 17 miles away. The low risk aversion, medium-high risk aversion, and extreme risk aversion SLR projections for this location from Year 2025 to Year 2100 are presented in Table 1: Sea Level Rise Projections for Los Angeles, California.

<i>Table 1: Sea Level Rise Projections for Los Angeles, California</i>			
Time Period*	Low Risk Aversion (Feet)	Medium-High Risk Aversion (Feet)	Extreme Risk Aversion (Feet)
By 2030	0.5	0.7	1.0
By 2040	0.7	1.2	1.7

<i>Table 1: Sea Level Rise Projections for Los Angeles, California</i>			
Time Period*	Low Risk Aversion (Feet)	Medium-High Risk Aversion (Feet)	Extreme Risk Aversion (Feet)
By 2050	1.0	1.8	2.6
By 2060	1.1/1.3**	2.2/2.5**	3.7
By 2070	1.3/1.7**	2.9/3.3**	5.0
By 2080	1.6/2.2**	3.6/4.3**	6.4
By 2090	1.8/2.7**	4.5/5.3**	8.0
By 2100	2.1/3.2**	5.4/6.7**	9.9
Source: Everest International Consultants and (CNRA & OPC) 2018			
*Baseline is year 2000			
** Low emissions scenario/high emissions scenario			

There would be low to medium consequences to the Specific Plan area and surroundings if sea-level rise were underestimated. Flood damages and economic impacts to the residential and commercial properties would be limited to the Specific Plan area. Development would be moderately adaptive to sea-level rise in the future with both protection and accommodation adaptation measures available for implementation as part of initial project construction as well as part of future projects (e.g., floodwall elevation increase) and/or operational solutions (e.g., deployment of measures in advance of storms). Consequently, the medium-high risk aversion SLR projections were selected to assess the vulnerability of the development to future sea-level rise.

2 Flood Control Channel

The flood control channel along the southwesterly boundary of the site includes a channel wall (floodwall) with a crest elevation at approximately +13 feet (NAVD88). The City of Huntington Beach, along with the County of Orange and the US Army Corps of Engineers is responsible for their owned and operated infrastructure. It is possible that over the lifetime of the Specific Plan development, capital

flood control improvement projects would be implemented to reduce SLR impacts for the thousands of residents potentially impacted within the region. This particular channel is owned by the County of Orange, so raising the floodwall would be the responsibility of the County of Orange. If such future work was not conducted by these organizations, then a small floodwall or earthen berm could be constructed along the southwesterly boundary in the future to address potential flooding resulting from overtopping of the floodwall. The potential for saltwater to back up into the storm drain system during high tide conditions could be addressed through the addition of tide gates that would limit the ability of water to flow from the flood control channel to the Specific Plan area during high tide conditions.

3 Tidal Inundation

As long as there are no hydraulic connections between the site and flood control channel the site would not be expected to be inundated by typical high tides between now and the year 2100.

4 Coastal Erosion

The U.S. Geological Survey (USGS) has developed a numerical modeling system capable of simulating various coastal hazards under existing mean sea level and future mean sea level conditions (i.e., with SLR projections). This modeling system, known as the Coastal Storm Modeling System or CoSMoS (Version 3.0, Phase 2). CoSMoS results for the SLR scenarios mentioned above were accessed in map format from the Our Coast, Our Future website for coastal erosion, tidal inundation, and coastal wave storm scenarios. The results for the coastal erosion scenarios indicated that the magnitude of coastal erosion is not expected to be large enough to impact the Specific Plan area by year 2100 due to several factors. First, the beach is relatively wide (approximately 500 to 600 feet) at this location, which provides a buffer against coastal erosion. Second, the relatively high dune area on either side of PCH as well as PCH itself provide a further buffer from coastal erosion. Third, the Magnolia Marsh provides an additional buffer from SLR-induced erosion impacting the project site. These three factors represent a buffer distance of approximately 1,800 feet to 2,000 feet between the project site and beach.

5 Groundwater and Saltwater Intrusion

Rising sea levels can result in saltwater intrusion whereby relatively heavy saltwater moves landward migrating under relatively light fresh water displacing the fresh water in the process. Saltwater intrusion can adversely impact potable water aquifers, agriculture and infrastructure. The first two potential impacts are not applicable to the Specific Plan area; however, saltwater intrusion could adversely impact underground utilities and building foundations by increasing the potential for corrosion of metal elements and degradation of concrete. Building foundations and underground utilities could be impacted by hydrostatic uplift forces with these high groundwater levels that would tend to make them susceptible to saltwater intrusion, and should be constructed of material that is resistant to corrosion or degradation associated with higher salt levels. Rising groundwater levels could also adversely impact plants within the Specific Plan area; however the site would be graded to raise planted areas to elevations that exceed the predicted future groundwater elevations.

Rising sea levels could result in corresponding increases in nearby groundwater levels. These increases in groundwater could adversely impact buildings and result in localized inundation in low-lying areas. Building foundations could be impacted by hydrostatic uplift forces associated with these high groundwater levels that would tend to make the structures buoyant like a boat. This potential impact would be addressed by designing the foundation and infrastructure to withstand the hydrostatic uplift pressure and salinity associated with high predicted groundwater levels due to sea level rise.

6 Coastal Wave Storm Flooding & Wave Runup

Coastal storms are characterized by higher than normal wave conditions and higher than normal ocean water levels associated with storm surge and wave setup. These conditions can be exacerbated when such storms occur during periods of relatively high ocean water levels such as El Nino years coincident with abnormally high tides (e.g., King Tides). During coastal storms, waves will break along the shoreline and runup the beach or coastal structure (e.g., revetment or seawall). If this wave run-up exceeds the height of the beach or coastal structure, then overtopping will occur causing coastal storm flooding landward of the shoreline.

Wave runup is not be expected to reach the site since it would have to overtop the beach, cross PCH, and flow through Magnolia Marsh before reaching the site. Moreover, it is anticipated that management efforts would be undertaken in the future to maintain the beach, PCH, and Magnolia Marsh for recreation, transportation, and wildlife, respectively. In the absence of these anticipated management efforts, wave runup is still not expected to reach the project site through Year 2100 with SLR.

7 Fluvial Flooding

Fluvial storms are associated with stream/river flooding due to rainfall across a watershed. The Specific Plan area is susceptible to fluvial flooding if flood waters overtop the floodwall. According to the most recent (August 15, 2016) FEMA flood insurance rate map (FIRM), the Specific Plan area is not located within the 100-year floodplain; refer to Figure 1: FEMA Flood Insurance Map (Preliminary August 15, 2016). During the 100-year flood, the water elevation in the flood control channel is estimated to reach +9.0 feet (NAVD88) with the base flood elevations shown in Table 2: Potential Base Flood Elevations for a 100-Year Flood.

<i>Table 2: Potential Base Flood Elevations for a 100-Year Flood</i>	
Time Period*	Medium-High Risk Aversion
By 2030	9.7 feet

Table 2: Potential Base Flood Elevations for a 100-Year Flood

Time Period*	Medium-High Risk Aversion
By 2060	11.2 feet
By 2100	14.4 feet
Source: Everest International Consultants and (CNRA & OPC) 2018	
Baseline is year 2000	

Since the crest elevation of the channel wall is +13 feet (NAVD88) the flood waters would not overtop the floodwall causing flooding of the low-lying areas of the Specific Plan area before the year 2060. However in year 2100 the elevation of the flood waters in the flood control channel adjacent to the Specific Plan area could reach 14.4 feet (NAVD88) which would exceed the crest elevation of the floodwall, thereby resulting in flooding of the low-lying areas of the Specific Plan area.

As previously mentioned, the City of Huntington Beach along with the County of Orange and the US Army Corps of Engineers are responsible for their owned and maintained infrastructure. It is a reasonable assumption that over the lifetime of the Specific Plan development, capital flood control improvement projects would be implemented to reduce SLR impacts for the thousands of residents potentially impacted within the region. However, there are currently no specific projects by the City or the County of Orange (which owns the Huntington Beach Channel) to raise the floodwall along the western boundary of the site.

8 Tsunamis

The entire coast of Huntington Beach would likely be inundated by a large tsunami under existing conditions (i.e., without SLR). Refer to Figure 2: Tsunami Inundation Map - Newport Beach Quadrangle. The tsunami hazard mapping analysis did not include an evaluation of tsunami hazards in the future with SLR. However, since the entire project site is in a tsunami hazard area now, it is reasonable to assume the entire area would be in a tsunami hazard area in the future with SLR. In addition, the magnitude of inundation would likely be higher in the future for a given tsunami event due to the higher water elevations associated with SLR.

9 Adaptation Measures

The floodwall provides protection for the project site from coastal hazards associated with high tides, coastal wave storms, and fluvial flooding under existing conditions. The floodwall is part of a flood control system (HBC & Talbert Channel) that provides flood protection for a large part of the City. Some of the area protected by this system is characterized by low ground elevations that would be subject to flooding in the absence of the flood control system. This flood control system is important from a regional (i.e., portion of city) as well as a local (i.e., project site and surrounding area) standpoint. Consequently, an adaptation strategy focused on protection has been pursued for this region over the past 50 years to address past and current coastal hazards associated with high tides, coastal wave storms, and fluvial flooding. Coastal hazard vulnerability associated with tsunamis was and is an unmitigated risk associated with the local area and region.

In the future, as sea level rises, low-lying residential neighborhoods surrounding the project site would be vulnerable to coastal hazards (coastal wave storms and fluvial flooding) sooner than the proposed project. The City is planning to prepare an updated Local Coastal Program (LCP) in the future. Given the relatively large amount of infrastructure and structures protected by the existing flood control system that would be vulnerable to future SLR, it is anticipated that the City will continue to pursue an adaptation strategy focused on protection, at least for the earlier time periods (e.g., through Year 2060) when SLR is not expected to result in extensive vulnerability. In the latter years (e.g., beyond Year 2060) the City may choose to pursue an adaptation strategy involving a hybrid mixture of protection, accommodation, and retreat (e.g., relocate/remove existing structures, new development limitations).

Given the information presented above several specific adaptation measures were developed for the Project. These measures are presented below with consideration given to the time period and risk aversion level of each SLR scenario.

Raising the overall ground elevation of the interior portion of the site to an average ground elevation of +10.5 ft, NAVD88. This adaptation measure would address the vulnerability of project components to increased groundwater elevations that could impact structural stability (e.g., foundation buoyancy/uplift) and increased saltwater exposure that could lead to structural component oxidation (e.g., rebar rusting).

Raising the interior ground elevation would reduce the depth of flooding that would occur if the floodwall were overtopped. In addition, the building pads would be raised an additional one to two feet above the elevation of the roads within the interior of the site. This adaptation measure would provide additional flood protection to the residential and commercial properties in the event of floodwall overtopping.

Each outlet into the Huntington Beach Channel would be fitted with a tide gate to prevent flows in the channel from entering the project storm drain system. During rain events, the hydraulic head from the runoff in the storm drain would exceed the pressure on the other side of the tide gate and runoff would enter the channel.

Manholes near the Huntington Beach Channel would allow for pumps to be retrofitted into the storm drain to provide the necessary pressure to drain the project site during storm events in the future. It is anticipated that the pumps would be required between Year 2060 and Year 2100.

Since the timing of a regional solution to SLR (increases of the floodwall height or upstream flow reduction) is uncertain, there is a temporal risk of SLR vulnerability that increases with time until such a solution (i.e., adaptation measure) is implemented. The following adaptation measures could be implemented to address this SLR vulnerability:

The open space buffer located along the floodwall would remain open space with native upland habitat and limited human access. The area would be managed to preclude the establishment of sensitive habitats (e.g., ESHAs, wetlands) such that the area could be used for future implementation of SLR adaptation measures aimed at protecting the site.

The elevation along this area could be raised in the future to provide protection from coastal wave storm and fluvial floods. This could be done by importing soil to raise the ground elevation across the area to create a protective berm that would then be covered with native plants and, possibly, a trail system.

Alternatively, the elevation could be increased via construction of a permanent or temporary floodwall located on the side of the open space buffer closest to the Huntington Beach channel. The temporary floodwall would consist of elements that would be deployed in advance of storm conditions expected to cause flooding and then the elements would be removed/lowered and stored following passage of the storm.

All three of these options are currently used throughout the U.S. so this adaptation measure is feasible from an engineering and construction standpoint. These adaptation measures would not be implemented as part of the initial construction (i.e., Year 2025) but, rather, in future years if and when it is needed. Implementation of this adaptation measure now could result in changes to flood elevations for the surrounding area that could negatively impact flood protection for those areas. Consequently, if this

adaptation is ultimately needed it should be implemented in the future when it is needed to provide protection to the project site.