

Switzer, Donna

From: Fikes, Cathy
Sent: Thursday, February 11, 2021 9:09 PM
To: Agenda Alerts
Subject: FW: HB appeal of 714 PCH
Attachments: City of Huntington Beach.pdf; Traffic Report.pdf; Neighbors Letters.pdf

From: sam hanna <isamhanna@yahoo.com>
Sent: Thursday, February 11, 2021 8:56 PM
To: CITY COUNCIL <city.council@surfcity-hb.org>
Subject: HB appeal of 714 PCH

To the Mayor and the City Council,

Attached are the documents regarding the appeal of the proposed development on 714 PCH. Thank you.

Best Regards,
Sam Hanna

**SUPPLEMENTAL
COMMUNICATION**

Meeting Date: 2/16/2021

Agenda Item No.: 16(21-078)

City of Huntington Beach c/o
Hayden Beckman, Senior Planner
Planning Department
2000 Main Street,
Huntington Beach, CA. 92648

February 11, 2021

Subject: Appeal of Mixed-use Development Proposed for 714 PCH
{CUP No. 20-012/CDP No. 20-013}

Mayor Carr and members of the City Council,

My name is Sam Hanna the owner of 716 PCH next door to the proposed project. My project at 716 PCH was recently completed (2015), as a mixed-use project My project was designed to comply with the development standards in the Downtown Specific Plan in an effort to be compatible with the existing adjacent properties. My project was designed with a zero setback on the northern elevation because it abutted an existing zero setback development and a minimum four and three foot setback on to southern elevation.

In addition I was requested by city staff to provide a front setback on PCH of five feet to be more compatible with the adjacent Hotel and residential developments along PCH and this was consistent with DTSP 0 to 5 feet set back as staff requested and demanded from me.

The Downtown Specific Plan Sec. **3.3.1.10** provides for flexibility in the depth of the setback to a maximum of five feet in order to achieve greater compatibility with existing developments. The south side yard setback was required to be four feet in the ground floor and three feet on upper floors.

This setback allows for greater light and air circulation and provides a view corridor to the ocean from my project and for adjacent developments further inland (DR VU's house).

The proposed next-door development proposed a zero setback along the adjoining property line resulting in an ugly unfinished concrete wall to look at and greatly reducing the potential size of the view corridor to the only side of my house that have windows.

Section **3.3.1.14** of the Specific Plan states that proposals in District 1 provides a public view analysis, and that proposed developments may need to increase project setbacks to protect public views of the ocean. The primary ocean and pier view from my property is along the shard property line with the proposed project. Requiring the same size and front yard setbacks on the proposed project would address the negative view impacts and will maintain property values.

In fill projects are subject to neighborhood compatibility concerns and the proposed project design does not address those issues with respect to my property.

The Downtown Specific Plan addressing the need for residential buffers, in section **3.2.21** to address the impacts of adjacent commercial and residential uses. Section **3.2.14** Mixed-Use Projects states that all commercial portions shall adhere to the residential standards of the Specific Plan.

The following are additional concerns:

- Security for my property with only a three-foot separation and especially at the rooftop.
- Safety for my property with the proposed subterranean construction and excavation of an approximate 15 feet below surface on a zero side yard setback. Great potential of soil caving in due to high UG water levels.
- Lack of commercial loading facilities to serve the proposed property, (it is required by code).
- Lack of commercial trash facilities. The proposed development shows trash containers for the residential portion only and nothing for the commercial part.
- Location of existing power pole that is inside the alley and is within the backing up distance of proposed driveway.
- Sight distance problems (Visibility is blocked for existing the below grade parking)
- Alley congestion with the proposed vertical tandem parking design (other and similar parking mechanism was denied by the city near Main & 3rd St.)
- Insufficient supply of on-site parking (NO guest parking proposed as code requires).
- Drive aisle width reduction. It should be 25 feet wide per zoning code (not 20feet) and now is proposed to be 18 feet. ...Very unsafe. Please see attached report prepared by a professional Traffic Engineer.

Finally, my neighbors and I are requesting from you the Mayor and City Council to keep and maintain our property value high where they are now by upholding the planning commission decision previously taken.

Thank you for reviewing my concerns as well as the attached neighbors concern for the proposed development. I would be happy to address or clarify any questions you may have.

Respectfully,

Isam Hanna
(714) 309-8010

February 8, 2021

Mr. Isam Hanna
716 Pacific Coast Highway
Huntington Beach, CA 92648

SUBJECT: Proposed mixed use development at 714 Pacific Coast Highway

Dear Mr. Hanna:

Per your request, I have reviewed the plans for the subject project being proposed for the property adjacent to your family's property at 716 Pacific Coast Highway. Your request was based on my experience in reviewing proposed developments as a City Traffic Engineer.

Prior to my retirement, I was on staff as the consultant traffic engineer in several cities. This included 34 years with the City of Placentia and 37 years with the City of Brea when both cities were experiencing major growth. My primary concern is for traffic safety and limiting the impact of a development project in the area surrounding it.

Based on my review of the plans and site visits, I believe the proposed project at 714 Pacific Coast Highway needs further review and modification to address issues regarding building setbacks and traffic circulation.

BUILDING SETBACKS

As proposed, the front setback is zero while the existing buildings northerly of it (your property and the Huntington Surf Inn hotel at 716 and 720 Pacific Coast Highway, respectively) were required to provide ground level setbacks of 5 feet from the street right of way in front and 4 feet from the alley in the back.

It appears the front setback requirement in the 700 block began with the hotel. This may have been a Caltrans requirement to provide sight distance for drivers entering PCH from 8th Street. When Mr. Hanna developed his property, he was required to match the hotel setback on his ground level apparently to maintain consistency of appearance in the block. The proposed zero setback at 714 will interrupt the aesthetic consistency, but more importantly compromise safety for people who use the sidewalk. The safety compromise will occur at the southerly property line where the sight distance for drivers exiting the 7-11 site will be reduced by the southerly wall of the proposed building. Approval of the 7-11 project included a property line wall approximately six feet in height except for the westerly 25 feet where the height was reduced to approximately 3 feet. The reduced height (as required in many city codes) probably was required to improve sight distance for drivers exiting the site. While visibility of southbound vehicular traffic on PCH is not an issue due to the raised median, my concern is for the safety of the people using the sidewalk. The sidewalk traffic is primarily pedestrian. However, observation revealed that there are experienced and many inexperienced bicyclists, skate boarders, motorized

scooters etc. who travel much faster and could “pop out” quickly from behind the proposed building wall. Drivers exiting the 7-11 driveway were also observed primarily focusing on finding a gap in the PCH vehicular traffic to enter the street safely. The combination of this and the “sudden” appearance of the southbound riders on the sidewalk could lead to unfortunate collisions.

The proposed garage entrance/exit for 714 is located adjacent to the southerly property line. Since the existing 7-11 building was built with zero setback, drivers exiting the garage entry/exit will have limited sight distance to the south. Due to the demand for parking in the area, vehicles are frequently parked in the alley thereby exacerbating the potential for sight distance obstructions. To address this issue, it is recommended that the entry/exit driveway be relocated to the north side of the property.

TRAFFIC CIRCULATION

Observation revealed that drivers use the alley as a “short cut” to avoid Pacific Coast Highway, which results in higher volumes and speeds. Therefore, I believe it is important to address issues that may impact safety. My concerns about the proposed on-site parking and traffic circulation include the following:

Driveway Width - The garage entry/exit driveway width of 18 feet does not meet the city Zoning Code Section 231.18 D.4 requirement of 20 feet for multifamily dwellings nor does it meet the Code Section 231.18 E.3 requirement of 25 feet for non-residential uses. Since it will be used by two-way traffic involving patrons of the commercial unit, the potential for safety/circulation issues is significant, therefore deviation from the code requirement should not be permitted.

Loading Zone – No loading zone is provided as required by Zoning Code Section 231.18 E.5. This could result in delivery vehicles being parked in the alley thereby blocking access to the on-site parking spaces.

Minimum Turning Radius – Zoning Code Section 231.18 D.3 requires a minimum turning radius of 25 feet for any parking space entered directly from an alley or driveway. While the plan shows the proposed available distance to be 27 feet, it does not show the existing power pole on the east side of the alley that encroaches into the alley by approximately 4 feet thus reducing the effective turning radius to 23 feet.

“Stacked Parking” - While the on-site traffic pattern will not directly affect traffic safety, there is potential for vehicle parking impact to the neighboring residential area. This would be caused by the inconvenience associated with the “stacked” parking arrangement.

Each round trip for the lower-level car (Car 1) will involve this sequence. The driver will unpark the upper-level car (Car 2) to a place that will allow (Car 1) to be unparked. The driver will raise Car 1 and unpark it to a space where Car 2 can be maneuvered back into it's parking place. Driver will return Car 2 to it's parking place before exiting the site in Car 1. Upon return, the sequence must be repeated in reverse. Consider a routine trip to

the market with Car 1: The driver will have to enter or exit a vehicle 7 times. Upon return, another 7 entry/exits will be required. The groceries must be removed before Car 1 is sent back to the lower level during which time the car will impair circulation and access to other parking spaces. Meanwhile, other tenants will be delayed while waiting for access to their parking space and thereby potentially impacting traffic in the alley.

Dependability of the lift equipment operation could also be an issue given the potential for mechanical failure and power outages.

While it would seem this parking arrangement would only affect tenants of the building, it is likely they will become frustrated with the inconvenience and start parking on the street thereby impacting neighborhood residents who now rely on the available on-street parking.

Trash/Recycle Area - The plans show six trash containers which presumably would provide one recycle and one non-recyclable container for each of the three residential units. No provision is shown for the commercial unit. Typically, dumpsters are provided for commercial usage. Is the intent to locate a dumpster in the alley as observed at the 7-11 property?

RECOMMENDED ACTIONS

Modify plans for the proposed development at 714 Pacific Coast Highway to include the following:

1. Provide ground level building front and rear setbacks to match the existing setback for the buildings at 716 and 720 Pacific Coast Highway.
2. Conformance with Zoning Code Section 231.18 requirements regarding driveway width, loading zone and turning radius.
3. Relocate the garage entry/exit driveway to the north side of the property.
4. Reconfigure the parking arrangement to eliminate the need for stacked parking.
5. Provide Trash/Recycle containers for the commercial unit and address how they will be accessed by the trash pickup provider.

Warren C. Siecke

Warren C. Siecke, P.E.
RCE 18707 RTE 823

From: Jt <vucla888@yahoo.com>
To: sam hanna <isamhanna@yahoo.com>
Sent: Thursday, February 11, 2021, 03:19:26 PM PST
Subject: Re: Proposed Development at 714 PCH, HB

To whom it might concern,

I'm writing this letter to oppose the project on 714 PCH. After review the project proposal, I'm concern about the parking situation. We're already having problems with traffic in the alley throughout the year and especially in summer time. The parking situation will create even more traffic, noise and unsafe maneuver in the alley. If a car back up and hit the power pole in the back of our house, that could fall into out kids bedroom. The propose coffee shop will certainly attract crowds and destroy the peace we desire. This neighborhood unfriendly project will negatively impact the value of surrounding homes due to noise and traffic. Since our property is right behind the project, the propose set back from the side will block our view and breeze from the ocean. We are strongly oppose the project and would like the city officials to strongly consider the neighboring homes prior to the final decision.

Dr Hoan Vu Truong
Resident at 112 8th st
Huntington Beach CA 92648

From: Althea Molarte <abmolarte@yahoo.com>
To: isamhanna@yahoo.com <isamhanna@yahoo.com>
Sent: Sunday, January 31, 2021, 09:22:06 PM PST
Subject: Proposed Development at 714 PCH, HB

Good evening Mr. Hanna:

I am expressing my support for your concerns and dedicated efforts fighting the proposed development on 714 PCH. I own 111 7th St, located next to alley behind the present 7 11 store/gas station.

As you know, there's already awful traffic and parking problems on this alley from delivery trucks and other vehicles blocking the alley way and access. Additionally there are awful trash and human mess in the alley way that are of major public health concerns that need to be addressed. This proposed development will only worsen all these problems since the proposed development does not provide delivery/truck parking space on their site.

I am strongly opposed to the proposed development as submitted and wish to add my opposition and concern to your voice on this matter. I stand with the rest of our neighbors and you in asking and urging our Mayor and City Counsel to uphold the planning commission's decision to deny the subject's proposed development at 714 PCH, HB.

Sincerely,
Dr. Felizardo S. Camilon, Jr.
Dept of Pediatric Otolaryngology Head & Neck Surgery
CHOC Childrens Hospital

From: David Macleod <davidmacleod@aol.com>
To: isamhanna@yahoo.com <isamhanna@yahoo.com>
Sent: Thursday, February 11, 2021, 04:45:36 PM PST
Subject: 714 Pacific Coast Highway proposed Dev...

Mayor Carr and Members of the City Council;

My name is David Macleod And I am a Local real estate agent working for Coldwell Banker Brokerage. I have been a resident and developer /investor in the downtown area for over 33 years.

I Built my own home on PCH and lived there for 17 years and am aware of set backs and how they affect values and views.I have never been involved in the sale or build out of a property with a zero property line set back next to a residential with 3 foot set back.

As a developer you always try and keep a consistency with the neighboring properties. I feel if the property next door allows a o lot line placement and small set back in front it will not coincide with what Mr. Hanna has done on his property. He in fact told me that he adjusted his plans for the allowable set backs for the residential standards and feel next door should do the same. The street should be uniform in set backs,front and side .. If approved for a O lot line I feel this would severely impact values of Mr. Hanna's property .

I recommend the Mayor And City Council uphold the Planning Commission Decision to keep and Maintain property values for the City , owners and neighbors..

David Macleod
Property owner