RESOLUTION NO. 2024-22

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON BEACH APPROVING AN AMENDMENT TO THE BEACH AND EDINGER CORRIDORS SPECIFIC PLAN (SP 14) (ZONING TEXT AMENDMENT NO. 23-002)

WHEREAS, Zoning Text Amendment No. 21-007 is a request to amend Specific Plan No. 14 – Beach and Edinger Corridors Specific Plan (BECSP) to amend Section 2.5, Street Regulations, to provide flexibility for certain street improvements to property and businesses owners; and

The proposed amendment to the BECSP is consistent with the adopted Land Use Element of the General Plan, and other applicable policies, and is compatible with surrounding development; and

The amended BECSP will continue to enhance the potential for superior urban design in comparison with the development standards under the base district provisions that would apply if the Plan had not been adopted and amended; and

The proposed amendments to the BECSP are justified by the compensating benefits of improved urban design; and

Pursuant to the California State Planning and Zoning Law, the Huntington Beach Planning Commission and City Council have held separate, duly noticed public hearings to consider Zoning Text Amendment No. 23-002; and

After due consideration of the findings and recommendations of the Planning Commission and all other evidence presented, the City Council has determined that the aforesaid amendment is proper and consistent with the General Plan.

NOW, THEREFORE, the City Council of the City of Huntington Beach does hereby find, determine and resolve as follows:

SECTION 1: The foregoing recitals are all true and correct.

SECTION 2: Zoning Text Amendment No. 23-002, amending the BECSP as set forth in and attached hereto as Exhibit "A" and incorporated by this reference as though fully set forth herein, is hereby adopted and approved.

SECTION 3: This resolution shall become effective immediately after its adoption.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the _____day of _____, 2024.

_____
Mayor

REVIEWED AND APPROVED:

_____
City Manager

APPROVED AS TO FORM:

_____
City Attorney

INITIATED AND APPROVED:

_____
Director of Community Development

ATTACHMENTS

Exhibit A: ZTA No. 23-002 Specific Plan No. 14 - Beach and Edinger Corridors Specific Plan

BECSP – SECTION 2.5 STREET REGULATIONS

2.5 Street Regulations (Page 45)

Section 2.5.1.2 - Regulation

Section 2.5.1.2.a.iii - General

iii) ~~In instances where existing street areas already contain Public Frontage of Thoroughfare features that are sufficiently similar to those required in the Plan and depending on the condition of those features, all or part of the required Street Improvements may be waived by the Public Works Director.~~ **In instances where installation of required public frontage improvements as part of on-site construction are found to be impractical, the required improvements may be replaced within the private frontage, as approved the Director of Public Works and Community Development.**

Section 2.5.1.2.b.ii – Thoroughfare Improvements

ii) Responsibility for and timing of the installation of Thoroughfare Improvements shall be ~~determined by the Public Works Director~~ **done in conjunction with construction of the project**.

Section 2.5.1.2.c.ii – Public Frontage Improvements

~~ii) In instances where installation of required public frontage improvements as part of on-site construction are found to be impractical - for example in instances where the private frontage is particularly narrow or fragmented, the property Owner/Developer may request to the City that an in-lieu fee be paid for the required public frontage improvements when they can be combined with those on adjacent properties or as part of a city-sponsored street improvement program. If the city agrees, a cost estimate shall be submitted to the City by the developer for review and acceptance.~~

~~iii~~ **ii**) In instances where installation of required public frontage improvements require Classic Boulevard improvements and the proposed project has less than a full block of street frontage, the public frontage improvements may be phased in at a later date, subject to the approval of the Directors of Planning and Building and Public Works, provided that the buildings are sited to accommodate the public frontage improvements, i.e. setback. In the interim condition, the public frontage area shall be fully landscaped with minimal driveway openings.

Section 2.5.1.4.ii.3 – Palm Tree Boulevard Specifications: Center Median

(3) Clusters of three single-species, tall palm trees – ~~Roystonea regia~~ **as approved by Caltrans**- arranged roughly every thirty to thirty-five (30-35) feet. Trees to be uplit at night.

Section 2.5.1.4.ii.a.1 – Palm Tree Boulevard Specifications: Typical Configuration

(1) A minimum six (6) foot wide sidewalk separated from the back of curb by a four (4) foot continuous planter strip. **Public frontage less than 10 feet wide shall be completely paved.**

Section 2.5.1.5.a.i.1 – Parkway Specification: Typical Configuration

(1) A minimum six (6) foot wide sidewalk separated from the back of curb by a seven and a half (7 ½) inch continuous planter strip with twelve (12) inch wide stamped concrete safety strip along the back of curb. **Public frontage less than 15 feet wide shall include a minimum six (6) foot wide sidewalk separated by a landscape strip with remaining width. Landscape strip shall not be less than four (4) feet wide. Public frontages less than 10 feet wide shall be completely paved.**

2.5 Street Regulations

This section contains Regulations and Guidelines for the improvement, provision, configuration, and design of streets. Implementation of improvements required along *existing streets* is also addressed in Book III Public Improvements

Street Regulations are set forth to ensure that streets and blocks throughout the Plan Area are upgraded or built with the quality and care necessary to enhance the connectivity of streets, to create safe and attractive streetscape environments, and to encourage walking throughout the plan area as it intensifies.

The *Street* is defined as the area between back-of-sidewalk lines. It includes the moving lanes, parking lanes and medians as well as the sidewalk and any sidewalk landscape areas (see Fig. 2.5 Corridor Definition of Terms).

Streets can be publicly or privately owned and maintained. All new streets within the Plan Area, both public and private, shall be designed and configured according to the following regulations.

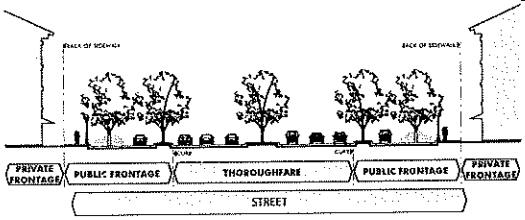


Fig.2.5 Corridor Definitions of Terms

2.5.1 Improvements to Existing Streets

Streetscape improvements to existing streets are required to promote the type of change envisioned by the community by providing attractive and compatible environments for the desired types of new development, as well as for highly valued existing development.

The design of specific streetscape improvements is integrated with the configuration of Centers and Segments established in Fig. 2.1, Corridor Centers and Segments Map. This coordination results in the organization of streetscape improvements into three primary segment improvement types: "Classic Boulevard" improvements along Edinger Avenue, "Palm Tree Boulevard" improvements along Beach Boulevard north of Main Street and "Parkway" improvements along Beach Boulevard south of Main Street. Further detail on the extent and implementation of streetscape improvements can be found in Book III.

1) Definition

i) The Thoroughfare is the area between a street's curbs. It includes the moving lanes, parking lanes, and central medians.

ii) Public Frontage is the area between the thoroughfare curb face and the back-of-sidewalk line, including the sidewalk and any sidewalk landscape areas as shown in Fig. 2.5 Corridor Definition of Terms.

2) Regulation

a) ***General***

i) Improvements to existing streets are required for each Corridor Center and Segment as specified in section 2.1. – Development Standards along all street frontages.

ii) Street Improvements along Beach Blvd., Edinger Ave., and all other existing streets shall be designed and constructed as illustrated in the Streetscape Specifications established in this section.

iii) In instances where existing street areas already contain Public Frontage of Thoroughfare features that are sufficiently similar to those required in the Plan and depending on the condition of those features, all or part of the required Street Improvements may be waived by the Public Works Director.

iv) In instances where the City of Huntington Beach has preceded the proposed new development with the installation of the required Street Improvements, the property owner shall reimburse the City for the costs of that portion of the installation along the length of the private property. Funding mechanisms such as a reimbursement agreement, Community Facilities District, or other mechanism may be considered.

v) In instances where new streets must be constructed – that is, in instances where there are no existing public frontage or thoroughfare conditions – the public frontage and thoroughfare will be installed as part of the required new street standards specified in Section 2.5.2, Street Types (New Street Design). The developer will be responsible for the design and construction of the public frontage and the thoroughfare along these streets.

vi) All development applications shall clearly identify fire access routes subject to Fire Department Review. *Note: Developers must reference Huntington Beach Fire Department City Specification # 401 (Minimum Standards for Fire Apparatus Access) and City Specification #415 (Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties) for Fire Access Road requirements.*

b) ***Thoroughfare Improvements***

i) Thoroughfare Improvements along existing streets from the face of curb to the thoroughfare centerline shall be paid for by the developer as development occurs.

ii) Responsibility for and timing of the installation of Thoroughfare Improvements shall be determined by the Public Works Director.

c) ***Public Frontage Improvements***

i) The installation of new Public Frontage Improvements (from the back-of-sidewalk to the face of curb) is required as development occurs.

ii) In instances where installation of required public frontage improvements as part of on-site construction are found to be impractical - for example in instances where the private frontage is particularly narrow or fragmented, the property Owner/Developer may request to the City that an in-lieu fee be paid for the required public frontage improvements when they can be combined with those on adjacent properties or as part of a city-sponsored street improvement program. If the city agrees, a cost estimate shall be submitted to the City by the developer for review and acceptance.

iii) In instances where installation of required public frontage improvements require Classic Boulevard improvements and the proposed project has less than a full block of street frontage, the public frontage improvements may be phased in at a later date, subject to the approval of the Directors of Planning and Building and Public Works, provided that the buildings are sited to accommodate the public frontage improvements, i.e. setback. In the interim condition, the public frontage area shall be fully landscaped with minimal driveway openings.

d) ***Locating Back- of-Sidewalk***

i) All Existing Street Improvement diagrams are installed behind the location of the face of curb existing at the time of property development. Therefore, the location of the back of the newly installed sidewalk (the back of the sidewalk is furthest from the curb) is determined by adding up the cross-section dimensions of the required Public Frontage Improvements in-board of the existing face-of-curb.

3) Classic Boulevard Specifications

Classic Boulevard improvements, thoroughfare and public frontage must include the following specifications (see diagrams):

i) Thoroughfare Configuration:

Three (3) through lanes in each direction, a landscaped center median with left turn pockets at select intersections.

ii) Center Median:

(1) Curbed landscaped median with six (6) inch curbs and twelve (12) inch stamped concrete safety stepping areas on both sides.

(2) Iconic double arm boulevard-scale street lighting located along centerline of the median at approximately ninety (90) feet on-center. Light source should be located twenty-five to thirty (25-30) feet above finished grade and centered between street trees. Finish color: fresh green.

(3) Moderately large single species tree – Jacaranda mimosifolia – located along the centerline of the median approximately thirty (30) feet on-center and aligned across the street with other trees as much as possible. Tree canopy to be trained into a round-shaped form with an open habit. Special sub-surface construction is required to allow for proper tree growth and health.

(4) Median to be planted with native/ water efficient, low groundcover of green foliage, which requires minimal irrigation and a low level of maintenance.

iii) Access Lane Configuration

(1) Protected access lanes with a row of angled parking oriented at forty-five (45) degrees to the curb are separated from the through lanes by curbed landscaped separators.

(2) Moderately large single species tree – Jacaranda mimosifolia – located in flush tree grates in the angled parking zone at approximately thirty (30) feet on-center and aligned across the street with other trees as much as possible. Tree canopy to be trained into a round-shaped form with an open habit. Special sub-surface construction is required to allow for proper tree growth and health.

iv) Access Lane Separator:

(1) A nine (9) foot curbed landscape separator (six (6) inch curbs and twelve (12) inch stamped concrete safety stepping areas on both sides) located between the throughfare and access lanes.

(2) Iconic double arm boulevard-scale and pedestrian-scale street lighting located within the curbed landscaped separators with a spacing of approximately ninety (90) feet on-center. Light source should be located twenty-five to thirty (25-30) feet above finished grade for boulevard-scale street lighting and twelve to fourteen (12-14) feet above finished grade for pedestrian-scale street lighting. Finish color: fresh green.

(3) Moderately large single species tree – Jacaranda mimosifolia – located along the centerline of the curbed landscaped separators with a spacing of approximately thirty (30) feet on-center and aligned across the street with other trees as much as possible. Tree canopy to be trained into a round-shaped form with an open habit. Special sub-surface construction is required to allow for proper tree growth and health.

(4) Separator to be planted with native/ water efficient, low groundcover of green foliage, which requires minimal irrigation and a low level of maintenance.

v) Pedestrian Zone

(1) A minimum twelve (12) foot wide sidewalk.

(2) Iconic single arm, pedestrian-scale street lighting located on the sidewalk at back-of-curb and spaced approximately at sixty (60) feet on-center and centered between trees in the access lane. Finish color: fresh green.

(3) Picket fence style benches with Jarrah wood or FSC certified Ipe wood slats and steel frame, and steel trash receptacles with an aesthetic that evokes the beach and surf culture. Metalwork finish color: fresh green.

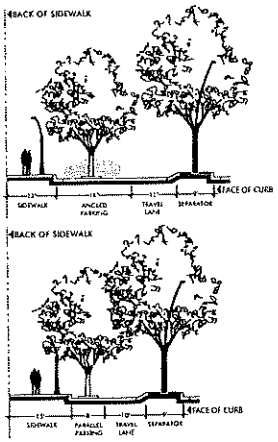
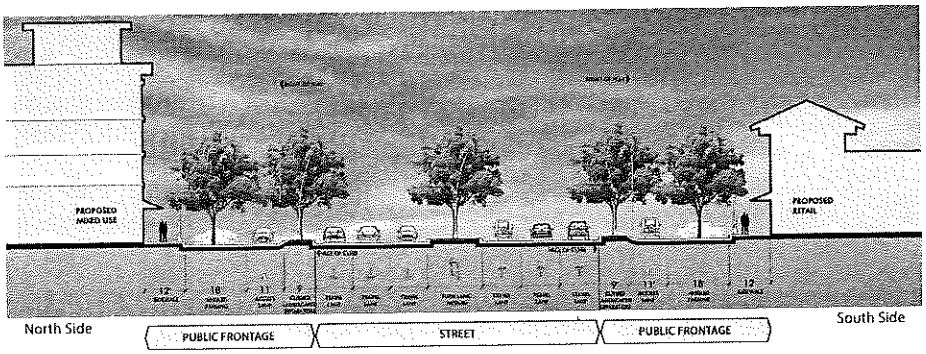


Fig.2.5.1. - 3) Classic Boulevard Public Frontage



4) Palm Tree Boulevard Specifications

Palm Tree Boulevard improvements, thoroughfare must include the following specifications (see diagram):

i) Thoroughfare Configuration:

(1) Four (4) through lanes in each direction and a landscaped center median with left turn pockets at select intersections.

ii) Center Median:

(1) Curbed landscaped median with six (6) inch curbs and twelve (12) inch stamped concrete safety stepping areas on both sides.

(2) Iconic double arm boulevard-scale street lighting located along centerline of the median at approximately ninety to one hundred and twenty (90-120) feet on-center (or every three (3) clusters of palm trees). Street lighting to be the first vertical element at the ends of the median and light source should be located twenty-five to thirty (25-30) feet above finished grade. Finish color: fresh green.

(3) Clusters of three single-species, tall palm trees – Roystonea regia - arranged roughly every thirty to thirty-five (30-35) feet. Trees to be uplit at night.

(4) Median to be planted with native/ water efficient, low groundcover of green foliage, which requires minimal irrigation and a low level of maintenance.

a) *Typical Configuration:*

Palm Tree Boulevard improvements, public frontage must include the following specifications (see diagram):

(1) A minimum six (6) foot wide sidewalk separated from the back of curb by a four (4) foot continuous planter strip.

(2) Iconic double arm boulevard-scale and pedestrian-scale street lighting located within the planter strip at approximately ninety (90) feet on-center. Light source should be located twenty-five to thirty (25-30) feet above finished grade for boulevard-scale street lighting and twelve to fourteen (12-14) feet above finished grade for pedestrian-scale street lighting. Finish color: fresh green.

(3) Planter strip to be planted with native/ water efficient, low groundcover of green foliage, which requires minimal irrigation and a low level of maintenance.

(4) Picket fence style benches with Jarrah wood or FSC certified Ipe wood slats and steel frame, and steel trash receptacles with an aesthetic that evokes the beach and surf culture. Metalwork finish color: fresh green.

b) *Neighborhood Center Streetfront*

Where Neighborhood Center Streetfront improvements are required, public frontage must include the following specification (see diagram):

i) Pedestrian Zone

(1) A minimum eighteen (18) foot wide sidewalk shall provide ample room for pedestrians to walk, and to encourage activities including outdoor dining, locations for kiosks, food carts, and flower stalls.

(2) Iconic double arm boulevard-scale and pedestrian-scale street lighting at approximately eighty (80) feet on-center. Light source should be located twenty-five to thirty (25-30) feet above finished grade for boulevard-scale street lighting and twelve to fourteen (12-14) feet above finished grade for pedestrian-scale street lighting. Finish color: fresh green.

(3) Light standards selection to be specified by Planning and Building Director and Public Works Director/Designee.

(4) Furnishings

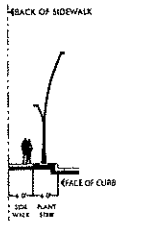


Fig.2.5.1. - 4)a) Typical Public Frontage

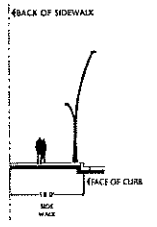
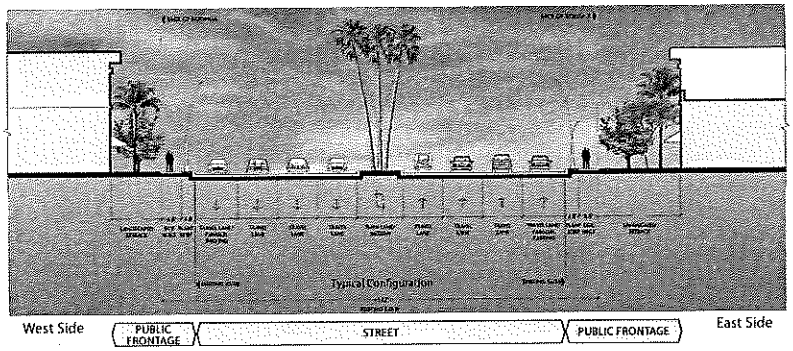


Fig.2.5.1. - 4.)b) Neighborhood Center Streetfront Public Frontage



5) Parkway Specifications

Parkway improvements. thoroughfare must include the following specifications (see diagram):

i) Thoroughfare Configuration:

(1) Three (3) through lanes in each direction with occasional parallel parking along the sidewalk curb, and a landscaped center median with left turn pockets at select intersections.

ii) Center Median:

(1) Curbed landscaped median with six (6) inch curbs and twelve (12) inch stamped concrete safety stepping areas on both sides.

(2) An arrangement of alternating, informally shaped clusters of vegetation (Type A and Type B – described below) planted on within the median roughly every fifty to sixty (50-60) feet on-center. Strategically selected clusters of vegetation to be uplit at night. Low, native/water efficient groundcover of green foliage to be intermittent with the vegetation clusters.

(a) Type A cluster: a single multi-trunk palm tree - Phoenix reclinata - broad-leaf tall native/ water efficient grasses and medium-height native/ water efficient groundcover with flowers.

(b) Type B cluster: a cluster of single-trunk, medium-height palm trees - Wodyetia bifurcata (trees selected from nurseries that seeded the trees in California) - small accent pigmy palms – Phoenix roebelenii - and low native/ water efficient grasses and/or groundcover, preferably with flowers.

a) *Typical Configuration:*

Parkway improvements, public frontage must include the following specification (see diagram):

i) Pedestrian Zone

(1) A minimum six (6) foot wide sidewalk separated from the back of curb by a seven and a half (7 ½) inch continuous planter strip with twelve (12) inch wide stamped concrete safety strip along the back of curb.

(2) Unique double arm pedestrian-scale street lighting (illuminated or colored Venetian lanterns that speaks to the romance and festive atmosphere of the beach in a modern way) located within the planting strip with a spacing of roughly eighty to ninety (80-90) feet on-center. The light source should be located at fourteen (14) feet from the finished grade with filters to create colored effects through a wrap-around foliage mask. Finish color: gun-metal.

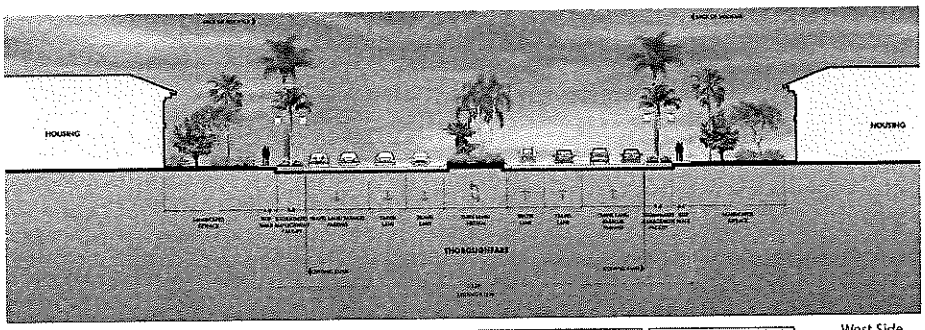
(3) Within planter strip, arrangements of two tall palm trees, with thick and very straight trunks - Roystonea regia – thirty (30) feet apart with a street light centered in between, are intermittent with an informal composition of medium-height palm trees - Wodyetia bifurcata and small accent pigmy palm trees - Phoenix roebelenii.

(4) Planter strips to be built as functional stormwater management facilities whenever possible, landscaped with a mix of native/ water efficient, low groundcover of green foliage, which requires minimal irrigation and a low level of maintenance.

(5) When parallel parking along the curb occurs, provide for breaks across the planting strip with stepping stones, in order to allow for passengers to reach the sidewalk.

(6) Picket fence style benches with polysite slats and steel frame, and steel trash receptacles with an aesthetic that evokes the beach and surf culture. Metalwork and polysite finish color: white.

Fig.2.5.1. - 5)a) Typical Configuration Public Frontage



b) *Neighborhood Center Streetfront with Access Lane*

Neighborhood Center with Access Lane improvements must include the following specification (see diagram):

i) Access Lane Configuration:

(1) Protected access lane with a row of angled parking, in between the sidewalk and the existing curb face, is separated from the through lane by a curbed landscaped separator.

(2) Palm trees located in flush tree wells centered in the parking lane approximately forty (40) feet on-center or every two to three (2-3) parking stalls. Tree species to be specified by Planning and Building Director and Public Works Director/Designee.

ii) Access Lane Separator:

(1) A nine (9) foot curbed landscape separator with six (6) inch curbs and twelve (12) inch stamped concrete safety stepping areas on both sides located between the throughfare and access lane.

(2) Unique double arm pedestrian-scale street lighting (reminiscent of colored Venetian lanterns that speaks to the romance and festive atmosphere of the beach in a modern way) located within the separator with a maximum spacing of eighty (80) feet on-center. The light source should be located at fourteen (14) feet from the finished grade with filters to create colored effects through a wrap-around foliage mask. Finish color: gun-metal.

(3) Palm trees planted at a maximum spacing of forty (40) feet on-center. Tree species to be specified by Planning and Building Director and Public Works Director/Designee.

(4) Separator to be planted with native/ water efficient, low groundcover of green foliage, which requires minimal irrigation and a low level of maintenance.

iii) Pedestrian Zone

(1) A maximum twelve (12) foot wide sidewalk.

(2) Unique single arm pedestrian-scale street lighting (reminiscent of colored Venetian lanterns that speaks to the romance and festive atmosphere of the beach in a modern way) at a maximum spacing of eighty to ninety (80-90) feet on-center along the sidewalk back of curb and placed between trees in the access lane. The light source should be located at fourteen (14) feet from the finished grade with filters to create colored effects through a wrap-around foliage mask. Finish color: gun-metal.

(3) Picket fence style benches with polysite slats and steel frame, and steel trash receptacles with an aesthetic that evokes the beach and surf culture. Metalwork and polysite finish color: white.

c) *Neighborhood Center Streetfront with Palm*

Neighborhood Center Streetfront with Palm improvements must include the following specification (see diagram):

i) Pedestrian Zone

(1) A minimum eighteen (18) foot wide sidewalk shall provide ample room for pedestrians to walk, and to encourage activities including outdoor dining, locations for kiosks, food carts, and flower stalls.

(2) Unique double arm pedestrian-scale street lighting (reminiscent of colored Venetian lanterns that speaks to the romance and festive atmosphere of the beach in a modern way) located along the back of curb with a maximum spacing of eighty (80) feet on-center. The light source should be located at fourteen (14) feet from the finished grade with filters to create colored effects through a wrap-around foliage mask. Finish color: gun-metal.

(3) Tall palm trees located in flush tree wells along the back of curb with an average spacing of forty (40) feet on center. Tree species to be specified by Planning and Building Director and Public Works Director/Designee.

(4) Picket fence style benches with polysite slats and steel frame, and steel trash receptacles with an aesthetic that evokes the beach and surf culture. Metalwork and polysite finish color: white.

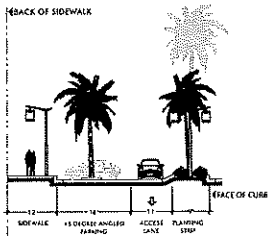


Fig.2.5.1. - 5)b)Neighborhood Center Streetfront with Access Lane Public Frontage

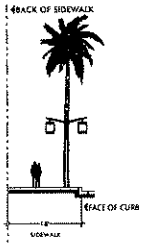


Fig.2.5.1. - 5)c) Neighborhood Center Streetfront with Palm Public Frontage

6) Standard Avenue

Standard Avenue improvements must include the following specification (see diagram):

i) Pedestrian Zone

(1) A minimum eighteen (18) foot wide sidewalk shall provide ample room for pedestrians to walk, and to encourage activities including outdoor dining, locations for kiosks, food carts, and flower stalls.

(2) Decorative double arm boulevard-scale and pedestrian-scale street lighting at maximum spacing of eighty (80) feet on-center. Light source should be located eighteen to twenty-five (18-25) feet above finished grade for boulevard-scale street lighting and twelve to fourteen (12-14) feet above finished grade for pedestrian-scale street lighting. Light standards selection to be specified by Planning and Building Director and Public Works Director/Designee.

(3) Palm trees to be planted in flush tree wells at back of curb with a maximum spacing of forty (40) feet on-center. Tree species to be specified by Planning and Building Director and Public Works Director/Designee.

(4) Trees should be maintained in a way that provides unobstructed views to showroom windows and building signage.

7) Neighborhood Streets

Neighborhood Street improvements must include the following specification (see diagrams):

i) Pedestrian Zone

(1) A minimum six (6) feet wide sidewalk with a minimum six (6) feet wide continuous planting strip or twelve (12) feet wide sidewalk without continuous planting strip.

(2) Streets with five (5) lanes or more shall provide pedestrian-scale/ boulevard-scale decorative street lighting at a maximum spacing of ninety (90) feet on-center. Pedestrian-scale light source should be located twelve to fourteen (12-14) feet above finished grade and boulevard-scale light sources should be located eighteen to twenty-five (18-25) feet above finished grade.

(3) Streets with four (4) lanes or less shall provide pedestrian-scale decorative street lighting at a maximum spacing of ninety (90) feet on-center. Light source should be located twelve to fourteen (12-14) feet above finished grade.

(4) Light standards selection to be specified by Planning and Building Director/Designee.

(5) Each block shall have a single species of moderately large shade tree with a maximum spacing of thirty (30) feet on-center. Palm trees can be used as accents. Special sub-surface construction is required to allow for proper tree growth and health. Tree species to be specified by Planning and Building Director/Designee.

(6) Where no on street parking is present: trees must be located in continuous planting strips located along the back of curb (to buffer pedestrians from the adjacent roadway).

(7) Where parallel parking is present: trees may be located in planting wells (with flush mounted tree grates as an option), or in continuous planting strips located along the back of curb.

(8) Where angled parking is present: Trees shall be located in planting wells (with flush mounted tree grates as an option) at the back of curb.

(9) Native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, must be located within planting strips.

ii) Landing Zone

(1) The planting strip shall include a one (1) foot wide, paved auto passenger landing located along the back of curb.

Fig.2.5.1.- 6) Standard Avenue

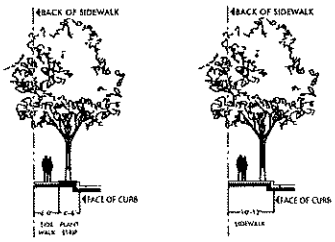


Fig.2.5.1 - 7) Neighborhood Streets