



# City of Huntington Beach

**File #:** 19-545

**MEETING DATE:** 5/28/2019

## PLANNING COMMISSION STAFF REPORT

**TO:** Planning Commission  
**FROM:** Ursula Luna-Reynosa, Community Development Director  
**BY:** Nicolle Aube, AICP, Associate Planner

**SUBJECT:**  
**TENTATIVE TRACT MAP NO. 18157/CONDITIONAL USE PERMIT NO. 17-042 (ELLIS AVE. CONDOS)**

**REQUEST:**

To permit a one-lot subdivision and development of a four-story mixed-use building including 48 new condominium residences with 891 square feet of commercial space and three levels of subterranean parking and find the project exempt from CEQA.

**LOCATION:**

8041 Ellis Avenue (North side of Ellis Ave., between Beach Blvd. and Patterson Ln.)

**APPLICANT:**

Jeff Herbst, MCG Architecture, 111 Pacifica, Suite 280, Irvine, CA 92618

**PROPERTY OWNER:**

Tahir Salim, THDT Investment, Inc., 1307 W. 6<sup>th</sup> Street, Suite 202, Corona, CA 92882

**BUSINESS OWNER:**

N/A

**STATEMENT OF ISSUE:**

1. Is the project proposal consistent with the City of Huntington Beach's adopted land use regulations (i.e. General Plan, Zoning Map and Zoning Code including the Beach and Edinger Corridors Specific Plan)?

2. Does the project satisfy all the findings required for approval of a Tentative Tract Map and Conditional Use Permit?
3. Has the appropriate level of environmental analysis appropriately identified all environmental impacts with appropriate mitigation?

**RECOMMENDATION:**

That the Planning Commission take the following actions:

A) Find the proposed project exempt from the California Environmental Quality Act pursuant to section 15182 of the CEQA Guidelines and Government Code 65457.

B) Approve Tentative Tract Map No. 18157 and Conditional Use Permit No. 17-042 with suggested findings and conditions of approval (Attachment No. 1).

**ALTERNATIVE ACTION(S):**

A) Continue Tentative Tract Map No. 18157 and Conditional Use Permit No. 17-042 and direct staff to return with findings for denial.

B) Continue Tentative Tract Map No. 18157 and Conditional Use Permit No. 17-04 and direct staff accordingly.

**PROJECT PROPOSAL:**

The project site is approximately 0.95 acres and consists of three parcels with two existing buildings - a liquor store and a residence. The existing buildings will be demolished in order to construct the proposed four-story building with three levels of subterranean parking. The north side of the project site was formerly utilized as part of the Metro Car Wash located at 18400 Beach Boulevard. Metro Car Wash has ceased operations and the owner of 18400 Beach Boulevard is currently constructing a new car wash on the property. The proposed condominium project and new car wash do not have any overlapping elements and are entirely separate projects.

According to the Applicant's narrative (Attachment No. 3), the project owner intends for the units to be sold to individual buyers as condominiums so there will be no permanent on-site staff. Building maintenance, regular up-keep, and cleaning will be handled by the HOA management team via contracts with local services. The project owner proposes to provide five affordable units on-site in order to comply with the Affordable Housing requirement. In the event the project is operated as rental apartment units, five on-site units will be designated as rentals affordable to low income households.

**Background:**

1. In 2010, the City adopted the Beach and Edinger Corridors Specific Plan (SP14). The goal of

SP14 was to transform the current development of commercial strip centers lined with surface parking lots and generally low-rise commercial buildings to a pattern of centers and segments characterized with clusters of shops and activity of varying intensity. These new active areas would include a mix of residential, offices, and commercial uses oriented to alternative modes of transportation including walking and bicycling. Along the Beach Boulevard corridor near Ellis Avenue, the development of a "Town-Center Neighborhood" segment would feature the City's widest range of contemporary housing types and possibly a wide mixture of uses.

2. In 2015, the City Council amended SP14 to decrease the total number of residential units allowed from 4,500 to 2,100, increase setbacks, increase minimum parking standards, require upper story setbacks, require a commercial component in all residential buildings, and permit residential subject to approval of a CUP. Other amendments related to auto dealers and civic and cultural uses were also approved. Out of the 2,100 Maximum Amount of New Development (MAND) units currently permitted, approximately 1,900 have been constructed leaving a balance of 200 units.

### **Study Session:**

The Planning Commission held a Study Session on May 14, 2019 and discussed the following issues:

#### **General**

##### ***Solar panels on adjacent properties***

The Planning Commission discussed the potential impact of the project on adjacent properties to the east that have rooftop solar panels. The applicant has provided a shadow analysis exhibit (Attachment No. 6). Per the exhibit, the adjacent buildings to the east may experience shade/shadow beginning at approximately 6:00 PM during the summer months, approximately 4:00 PM during the fall months, and approximately 3:30 PM during the winter months.

##### ***Distance of the project site from the intersection***

The proposed project site is approximately 96 ft. from the intersection of Beach Blvd. and Ellis Ave.

##### ***Pets***

At this time, the applicant has not provided information regarding pets at the property.

##### ***Comparable projects***

The Planning Commission requested a list of comparable projects. Staff has prepared an exhibit of comparable completed projects within SP14 (Attachment No. 7).

##### ***Revised site plan for clarity***

The Planning Commission requested a revised site plan exhibit which removes the utilities and other layers in order to depict the property lines, setbacks, etc. more clearly. The applicant has prepared a revised site plan to fulfill this request (Attachment No. 8).

#### **Environmental**

##### ***Artifacts on the project site***

Since the project site has been previously disturbed and developed, it is not likely that construction of

the proposed project will result in discovery of cultural resources. Program Environmental Impact Report (EIR) No. 08-008 for BECSP included a Cultural and Paleontological Resources survey of the entire SP14 area. Two archeological sites were identified within the SP14 area and are labeled as CA-ORA-296 and CA-ORA-358. CA-ORA-296 is located on the west side of Newland Ave. between Slater Ave. and Talbert Ave. CA-ORA-358 is located on the corner of Indianapolis Ave. and Beach Blvd. Neither of these sites are within the immediate vicinity of the proposed project. Although there are no archeological sites near the project, the project will comply with BECSP MM 4.4 regarding Cultural and Paleontological Resources. For example, in the event that native soil is disturbed, an archeology professional will be retained to determine if a substantial adverse change would occur to an archeological resource.

#### *Acoustic study*

The Planning Commission asked why the Acoustic Study is not required to be submitted prior to project approval. The BECSP Mitigation Monitoring and Reporting Program includes Mitigation Measure 4.9-5 which requires an acoustic study to be submitted prior to issuance of building permits. The acoustic study will present an analysis of the potential noise impacts of the surrounding environment on exterior (ex: patios and balconies) and interior components of the proposed project. MM 4.9-5 includes a provision that requires final project design to incorporate special design measures in the construction of the proposed residential units, if necessary.

#### Beach and Edinger Corridors Specific Plan (SP14)

##### *Zoning Pre-2010*

Prior to the 2010 adoption of SP14, the property had a General Plan Land Use designation of CG - F2 - d (Commercial General - Flood Overlay - design overlay) and a Zoning designation of CG (General Commercial).

##### *Did SP14 envision narrow lot development or unconsolidated development?*

SP14 divides the Beach Blvd. and Edinger Ave. corridors into five general areas or segments. The overall vision for SP14 is to develop primarily residential and neighborhood retail uses in the southern portion of Beach Boulevard, transitioning to mixed uses in the middle segment of Beach Boulevard, then to a more dense "town center" adjacent to and at the intersection of Beach Boulevard and Edinger Avenue, and extending along Edinger Avenue. Geographically, the intention is to intensify land uses as one travels north along Beach Boulevard from the southern boundary of the SP area.

The project site is within the Five Points district of SP14, which is envisioned to enable investment in a visible, mixed-use cluster at this central location. SP14 discusses infill development on underutilized properties responding to the broad framework of the Specific Plan which will contribute to an emerging pattern of coherent arrangements of buildings, streets, and blocks. Although it might be ideal for clusters of small properties to consolidate and propose a unified project, it is not always possible due to market conditions and the interests of individual property owners. This is contemplated in the SP14 Development Concept which states that the common purpose of development within the Specific Plan is the realization of a vision of the future that is sufficiently specific to meet the revitalization goals, yet loose enough to respond to opportunities and changes in the marketplace that will inevitably arise.

### Traffic Impacts, Traffic Improvements, and Grading

#### *Required Dedications*

The Public Works Department has indicated that the only dedication the project requires is a four foot dedication along Ellis Ave.

#### *Traffic Mitigation*

The Public Works Department has indicated that payment of fair share traffic fees and implementation of a right in, right out only driveway along with on-street striping and driveway improvements to supplement the right in/out only movements are the required traffic mitigations. The project does not result in other traffic related impacts requiring mitigation.

Also, the Planning Commission requested information regarding Level of Service (LOS) in the project vicinity. LOS is a method of describing the delays experienced by drivers at a particular intersection or roadway. If a project is determined to create a significant traffic delay, it may impact and downgrade the LOS rating. The Traffic Impact Analysis finds that the proposed project driveway is forecast to operate at acceptable LOS B during the AM and PM peak hours for Year 2020 traffic conditions. LOS B is defined as 0.61 - 0.70 seconds of delay and is described as a very good traffic condition with short delays. It must be noted that although the level of service calculation indicates LOS B operations at the project driveway, residents of the project may experience delays entering/exiting the project site due to vehicle queueing on Ellis Ave. The Public Works Department has prepared a summary of volume to capacity ratio at AM/PM Peak Hours in the project vicinity (Attachment No. 11).

#### *Will payment of fees at "full buildout" of SP14 cover all needs for traffic?*

The Public Works Department has indicated that collection of the fair share payment is sufficient to mitigate all the identified intersection improvements of the Specific Plan.

#### *Description of all traffic requirements for the project*

The Public Works Department has indicated that the following items are required related to traffic and street improvements: BECSP EIR Transportation/Traffic Mitigation Measures (by payment of fair share traffic impact fees), BECSP Streetscape Improvement Development Standards (four ft. dedication), CP Circulation Element and PW standards (with implementation of right in/out driveway, on-street striping, and driveway improvements).

#### *North side grading*

The preliminary grading plan (Attachment No. 12) depicts the subject site with a grade of approximately 6.6 ft. for drainage purposes with a 6.6 ft. high retaining wall. The six ft. grade is proposed as the highest point with a gradual reduction in grade to approximately three to four ft. near the subterranean garage entrance. Staff recommends a condition of approval (Attachment No. 1) to require the proposed drainage pattern and system to be revised prior to issuance of a grading permit to reduce retaining wall and grade differential impacts to adjacent properties to the north, east, and west. Staff recommends a maximum two ft. retaining wall may be constructed and topped with a maximum six ft. high block wall.

*What (if any) grading or construction activities can occur outside of 10 AM - 4 PM? What time can*

*they start grading?*

Public Works Code Requirements for the project limit the hours of hauling trucks at the site from 8:00 A.M. - 5:00 P.M., Monday - Friday only. The BECSP Mitigation Measures limit high noise-producing activities to the hours of 8:00 A.M. - 5:00 P.M.

Fire Access*Ladder pads*

Per the Huntington Beach Fire Department, all bedroom windows are required to be accessible from ground ladders. The applicant has provided HBFD with plans that show the ladder pads for ground ladder access to egress windows.

Elan*Statistics on increased accidents due to Elan*

The Public Works Department has provided information regarding accident rates at three intersections in the project vicinity three years prior to occupancy of the Elan building and three years after the occupancy of the Elan building (Attachment No. 9). The analysis concludes that accidents after the occupancy of Elan have decreased compared to the rate of accidents prior to the occupancy of Elan.

*Comparison of the proposed project to Elan*

On May 15, 2012 the Planning Commission approved Site Plan Review No. 12-001 (Elan) to develop a mixed use project consisting of 274 residential units including six live-work units, 8,500 square feet of commercial space, an internal 430 space parking garage and 54,546 sf of private and public open space on a 2.74 acre site. The Planning Commission requested a comparison chart of the proposed project to Elan. It must be noted that Elan was approved prior to the 2015 BECSP Amendments which included the following revisions to topics relevant to Elan and the proposed project:

- Reduce the residential Maximum Amount of Net New Development (MAND) from 4,500 units to 2,100 units
- Require a Conditional Use Permit (CUP) for all residential and mixed use (residential/commercial) projects
- Increase the residential parking requirements
- Increase front yard setbacks on all public streets
- Limit maximum building height to four stories
- Create an upper-story setback above the third floor
- Require all residential projects to include retail/commercial uses at the street level

Provision	Elan	Proposed Project
Number of Units	274	48
Density	100 units per acre	50 units per acre
Height	Ellis Ave.: ranges from 4-6 stories 4 <sup>th</sup> story: 43 ft. high 6 <sup>th</sup> story: 63 ft. 6 in. high	4 stories 46 ft. to the highest point

Setbacks	Ellis Ave.: 0 ft. 2 in.	Ellis Ave.: 30 ft. Upper story setback: 11 ft. 1 in. setback along front and sides of building for a depth of 101 ft. 10 in. on the 4 <sup>th</sup> floor
Parking	1-2 spaces per unit	2.5 spaces per unit

The Planning Commission also asked for information regarding trip generation rates for the proposed project compared to Elan. The Public Works Department has prepared a trip generation analysis comparison for both projects (Attachment No. 10).

## **ISSUES AND ANALYSIS:**

### **Subject Property And Surrounding General Plan Designations, Zoning And Land Uses:**

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	M-sp (Mixed-Use - Specific Plan Overlay)	SP14 (Beach Edinger Corridor Specific Plan)	Convenience store and one residence
North of Subject Property:	M-sp (Mixed-Use - Specific Plan Overlay)	SP14 (Beach Edinger Corridor Specific Plan)	Hotel and commercial shopping center
East of Subject Property:	RM (Residential Medium Density)	RM (Residential Medium Density)	Multi-family housing
South of Subject Property:	M-sp (Mixed-Use - Specific Plan Overlay)	SP14 (Beach Edinger Corridor Specific Plan)	Mixed-use retail and multi-family housing (Elan)
West of Subject Property:	M-sp (Mixed-Use - Specific Plan Overlay)	SP14 (Beach Edinger Corridor Specific Plan)	Drive-through restaurant and car wash (under construction)

### **General Plan Conformance:**

The General Plan Land Use Map designation on the subject property is Mixed Use - Specific Plan Overlay. The proposed project is consistent with this designation and the goals and policies of the City's General Plan as follows:

#### **A. Land Use Element**

**Goal LU-1:** New commercial, industrial, and residential development is coordinated to ensure that the land use pattern is consistent with the overall goals and needs of the community.

**Policy LU-1A:** Ensure that development is consistent with the land use designations presented in the Land Use Map, including density, intensity, and use standards applicable to each land use designation.

**Policy LU-1B:** Ensure new development supports the protection and maintenance of environmental and open spaces resources.

Policy LU-1C: Support infill development, consolidation of parcels, and adaptive reuse of existing buildings.

Policy LU-1D: Ensure that new development projects are of compatible proportion, scale and character to complement adjoining uses.

Policy LU-2D: Maintain and protect residential neighborhoods by avoiding encroachment of incompatible land uses.

Policy LU-3A: Ensure that future development and reuse projects are consistent with the Land Use Map to provide connections between existing neighborhoods and city attractions.

Goal LU-4: A range of housing types is available to meet the diverse economic, physical, and social needs of future and existing residents, while neighborhood character and residences are well maintained and protected.

Policy LU-4A: Encourage a mix of residential types to accommodate people with diverse housing needs.

Policy LU-4B: Improve options for people to live near work and public transit.

Goal LU-13: The city provides opportunities for new businesses and employees to ensure a high quality of life and thriving industry.

Policy LU-13A: Encourage expansion of the range of goods and services provided to accommodate the needs of all residents and the market area.

The proposed mixed-use development is consistent with the Beach and Edinger Corridors Specific Plan which encourages buildings to orient towards streets, wider walkways, and large open space areas to enhance the pedestrian and public experience. Approximately 2,703 sq. ft. of public open space will be provided in a plaza accessible from Ellis Avenue. This area will be designed with enhanced landscaping, seating areas, and visually appealing amenities. The architecture of the building is contemporary, incorporating notches, major façade offsets, and façade composition changes to break up the massing of the building at street frontages. Brick veneer is applied along the base of the building with canopies at entrances to cater to the pedestrian scale. The façade skyline is then capped with parapets and articulating rooflines. Additionally, this mixed-use development will provide an on-site commercial component and is proposed within close proximity of new and existing commercial uses thus reducing the need for automobile use. By permitting a mix of land uses closer together, greater interaction will occur between developments and further the vision and viability of the BECSP.

#### **B. Housing Element**

Policy 2.1 Variety of Housing Choices: Provide site opportunities for development of housing that responds to diverse community needs in terms of housing types, cost and location, emphasizing locations near services and transit that promote walkability.

Policy 2.2 Residential Mixed Use: Facilitate the efficient use of land by allowing and



encouraging commercial and residential uses on the same property in both horizontal and vertical mixed-use configurations.

***Policy 2.3 Beach and Edinger Corridors Specific Plan:*** Encourage and facilitate the provision of housing affordable to lower income households within the Beach and Edinger Corridors Specific Plan.

***Policy 6.4 Transportation Alternatives and Walkability:*** Incorporate transit and other transportation alternatives including walking and bicycling into the design of new development, particularly in areas within a half mile of designated transit stops.

The project includes six one-bedroom units and forty-two two-bedroom units that would accommodate and is designed to appeal to different age groups and household types. The units range from 645 - 880 sf. The proposed project will help to fulfill the City's share of the regional housing need by providing smaller dwelling units which will be more financially attainable by virtue of size. A minimum of ten percent of the units are required to be designated for affordable housing. The project applicant proposes to provide five on-site affordable housing units in order to comply with the affordable housing requirement. Residents will benefit from the proximity of the project to different activities and uses. The project provides opportunities and convenience for many households to use alternate travel modes such as walking, bicycling, and public transit to complete their daily routines and run errands, thereby serving the need for affordable housing for this segment of the population.

### C. Circulation Element

***Goal CIRC-3a:*** Convenient and efficient connections between regional transit and areas of employment, shopping, recreation, and housing will increase ridership and active mobility, with a focus on first/last mile solutions.

***Goal CIRC-6:*** Connected, well-maintained, and well-designed sidewalks, bike lanes, equestrian paths, and waterways allow for both leisurely use and day-to-day required activities in a safe and efficient manner for all ages and abilities.

***Policy CIRC-6(C):*** Require new commercial and residential projects to integrate with pedestrian and bicycle networks, and that necessary land area is provided for the infrastructure.

Although the site is relatively narrow, the proposed streetscape will create continuity with new and existing development along the Beach Boulevard corridor by providing a sidewalk with new landscaping to buffer pedestrians from the vehicular thoroughfare. Pedestrian connectivity is improved with landscaping and architectural elements through the proposed public open space and wider sidewalks. The project is serviced by an existing bus stop at the intersection of Beach Blvd. and Ellis Ave. and also provides bicycle parking in the underground parking structure to accommodate alternative methods of transportation.

### Zoning Compliance:

The proposed project is located within Specific Plan No. 14 Beach and Edinger Corridors Specific Plan and complies with the requirements of the Town Center Neighborhood Segment. The purpose

of the BECSP is to enhance the overall economic performance, physical beauty and functionality of the Beach Boulevard and Edinger Avenue Corridors. Future development would transform existing commercial strips, which are predominantly lined with large expanses of pavement or underperforming uses, to a pattern of centers and segments generating increased activity and greater interaction between developments. As previously mentioned, the project site is located in the Town Center Neighborhood segment of the Five Points District within the BECSP. The Five Points District is designated as a potential City center characterized by convenience and urban vitality. Development within the Town Center Neighborhood segment is encouraged to be revitalized through infill development on underutilized properties. This segment is envisioned to have greater development intensity than surrounding segments, including new apartments or condominiums with shopfronts and parking areas screened from view. Development is to be more compact in this segment in order to provide the activity expected in a vibrant urban district.

The table below shows an overview of the project's conformance to the significant development standards of the BECSP. In addition, a list of City Code Requirements of the applicable provisions of the BECSP and the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) and Municipal Code has been provided to the applicant and attached to this report (Attachment No. 19) for informational purposes only.

Provision	Town Center Neighborhood	Proposed Project
<b>2.2 Use Regulations</b>	Multi-family residential Commercial	42 - 2 bedroom units 6 - 1 one bedroom units 891 sf commercial retail
<b>2.2.2 Special Retail Configuration</b>	n/a	n/a
<b>2.2.3 Affordable Housing</b>	Required - 10% of the proposed 48 units 4.8 units required	5 affordable units to be constructed on-site
<b>2.3.1 &amp; 2.3.2 Height</b>	Min. 2 story/ Max. 4 stories Ground floor retail - 14 ft. min. floor to ceiling Adjacent to housing	4 stories 14 ft. retail ceiling 45° slope complies
<b>2.3.3 Building Length</b>	Max. 300 ft.	54 ft. max
<b>2.3.4 Special Building Length</b>	Limited mid-block building - max. 80 ft.	54 ft.
<b>2.3.5 Building Massing</b>	All other streets - 1L:3H to 3L:1H	Complies with massing range
<b>2.4.1 Building Orientation</b>	Orientation to street required	Building oriented to Ellis Ave.

<b>2.4.2 Private Frontage</b>	Various types including shopfront, corner entry, common lobby, etc.	Ellis Ave. elevation: Shopfront - 24 ft. long Internal elevation: Common Lobby Entry
<b>2.4.3 Front Setback</b>	All other streets - min. 30 ft. Upper story setback - 10 ft. along front and sides of a building for a depth of minimum 100 ft. for structures above the 3 <sup>rd</sup> floor	30 ft. 4 <sup>th</sup> floor: 11 ft. 1 in. setback for a depth of 101 ft. 10 in.
<b>2.4.4 Side Setback</b>	Min. w/living space windows - 10 ft.	West side: 10 ft. East side: 33 ft. 7 in.
<b>2.4.5 Rear Yard Setback</b>	Min. 10 ft.	15 ft. 7 in.
<b>2.4.6 Alley Setback</b>	n/a	n/a
<b>2.4.7 Frontage Coverage</b>	n/a	n/a
<b>2.4.8 Space Between Buildings</b>	n/a	n/a
<b>2.4.9 Build-to-Corner</b>	n/a	n/a
<b>2.5.1 Improvements to Existing Streets</b>	Neighborhood Streets required - 12 ft. total including 6 ft. wide planter and 6 ft. wide sidewalk	12 ft. total 6 ft. wide planter 6 ft. wide sidewalk
<b>2.5.2 Provision of New Streets</b>	n/a	n/a
<b>2.5.3 Block Size</b>	n/a	n/a
<b>2.5.4 Street Connectivity</b>	n/a	n/a
<b>2.5.5 Required East-West Street Connection</b>	n/a	n/a
<b>2.5.6 Residential Transition-Boundary Street</b>	n/a	n/a
<b>2.5.7 Street Types</b>	n/a	n/a
<b>2.6.1 Provision of Public Open Space</b>	Residential - min.50 sf. per unit = 2,400 sf. Retail - min. 50 sf. per 1,000 sf. = 44.5 sf. 2,444.5 sf. required	2,703 sf.
<b>2.6.2 Special Public Open Space</b>	n/a	n/a

<b>2.6.3 Provision of Private Open Space</b>	Residential - 60 sf. per unit x 48 total units = 2,880 sf.	4 (1 br) = 244 sf. 32 (2 br) = 2,976 sf. Roof deck = 3,281 sf. Total: 6,501 sf. (First floor units excluded from private open space calculation due to noncompliant porch type)
<b>2.6.4 Public Open Space Types</b>	Provide either: Park, Linear Green, Square, Plaza, Mid-Block Green, Courtyard Plaza, Passage/Paseo, or Pocket Park/Playground	Plaza
<b>2.6.5 Private Open Space Types</b>	Provide either: Courtyard, Private Yard, Rooftop Deck or Garden, or Balcony	1 <sup>st</sup> floor units - noncompliant porch (excluded from private open space calculations) 2 <sup>nd</sup> - 4 <sup>th</sup> floor units - balconies 4 <sup>th</sup> floor - rooftop deck
<b>2.6.6 Stormwater Management</b>	Best Management Practices required	Provided - WQMP required to ensure compliance
<b>2.6.7 Stormwater BMP Types</b>	Source Control BMPs, Site Design BMPs, Treatment Control BMPs	Provided - WQMP required to ensure compliance
<b>2.6.8 Open Space Landscaping</b>	Required	Public plaza furniture Decorative stamped concrete paving treatment
<b>2.6.9 Setback Area Landscaping Types</b>	Perimeter Block Setback Area -Sidewalk extension required with Shopfront: paving material consistent with the public right-of-way Interior Block Setback Area - Groundcover required: cover side and rear yard areas with landscaping or other pervious surfaces	Sidewalk extension provided : decorative stamped concrete paving to provide continuity w/sidewalk Side and rear yards landscaped with shrubs, trees, and groundcover
<b>2.7.1 Provision of Parking</b>	Residential: 1 bedroom @ 2 min/unit (6 units x 2 = 12 required) 2 bedroom @ 2 min/unit (42 units x 2 = 84 required) Guest = 0.5 min/1 units (48 units x 0.5 = 24 required) Retail: 5/1000 sf. (891 sf. proposed) x (5/1000) = 4 spaces required	Residential: 1 bedroom = 12 spaces provided 2 bedroom = 84 spaces provided Guest = 24 spaces provided Retail = 5 spaces provided Total: 125 spaces required 128 spaces provided

<b>2.7.2 Parking Types</b>	Permitted as: Surface Lot: rear Structure: wrapped ground level, wrapped all levels, partially submerged podium, underground structure	Three level Underground Structure proposed
<b>2.8.1 Façade Regulations</b>	Top and Base - required	Top: metal trim cornices and varied roofline Base: brick veneer at retail and residential frontages

### *BECSP Conformance*

The proposed project is consistent with the intent of the Town Center Neighborhood segment of the BECSP as stated above and overall objective of the BECSP to improve the vitality of the Beach Boulevard corridor by providing 48 residential units to support the commercial opportunities existing and anticipated in the vicinity. The project also includes 891 sf. of commercial space to serve residents of the project and nearby neighborhoods. The project site is also within close proximity to other key developments including Five Points Plaza and Elan, which provide the commercial and public services that the proposed development will support. The urban environment will further form when there is sufficient supporting residential uses to accommodate the growing commercial uses. Alternate modes of travel such as walking and bicycling become more appealing when enhanced larger walkways are provided and integrated between developments. Proposed site improvements will provide wider pedestrian sidewalks throughout the project and an open public plaza. As discussed under the Zoning Conformance section of this report, the project complies with the BECSP development code and does not include any requests to deviate from the development standards.

Adequate emergency access is provided in and around the site with the driveway from Ellis Ave., also functioning as the fire lane. Sufficient parking (exceeds code requirements) for the residential and commercial portion of the project is incorporated in a subterranean parking structure which supports the BECSP vision for quality urban spaces.

The project is within the allowable MAND in the BECSP. As of the 2015 BECSP amendment, the Beach Boulevard corridor has 525 dwelling units approved of which 325 dwelling units have been constructed. There is a remaining capacity of 200 units in the Beach Boulevard corridor. The Beach Boulevard corridor also has a MAND of 532,000 sf. for retail development. The proposed project includes 891 sf. of retail space and 48 dwelling units, which do not exceed the Beach Boulevard corridor MAND.

### *Building Massing and Scale*

The BECSP relies on massing and scale to dictate the desired building form and interaction with the public experience. As the building expands horizontally, the height of the building is vertically proportioned for orientation to the pedestrian environment. The flat plane of the façade is then

separated into volumes accented with insets, offsets, notches, material and colors changes. For the proposed design, the building facades incorporate a variety of attractive elements. The dominant treatment along the exterior base involves brick veneer as well as the placement of metal trellises and canopies on the ground floor building entrances. The top element of the facades applies cornices and varied rooflines. Inset balconies and intermittent setbacks combine with rich landscaping to beautify the street frontages creating an inviting pedestrian and public space.

The maximum allowable height for the subject site is four stories. The proposed building is four stories high and 46 ft. tall at the highest point of the building cornice. As seen along the Ellis Ave. frontage, the height is articulated from the pedestrian scale featuring a 20 ft. high retail portion of the building and a notch at the residential entrance. The facades facing Beach Blvd. (west) and Patterson Ln. (east) are further articulated with the addition of metal trellises and open railings on third and fourth floor balconies. The pedestrian bridge provides architectural relief and reduces visual massing via transmission of light and air through the building frontage.

### *Land Use Compatibility*

The proposed four-story mixed-use development is compatible with existing and anticipated land uses in the immediate vicinity. This includes the mixed-use Elan building which ranges in height from 4-6 stories on Ellis Ave. and is also composed of a mixture of commercial and residential land uses. The project will be served by the existing commercial uses to the north, west, and south (Elan) of the project site. Existing multi-family residential uses are located east of the site and existing single family residential uses are located further east, beyond Patterson Ln. The project will not significantly impact existing residential uses because the proposed building is located approximately 260 feet away from the nearest single family residential building. Existing multi-family residences are buffered from the proposed commercial use through perimeter setback areas of landscaping, sidewalks, and a driveway. Interior noise would be minimized through noise attenuation features. Development of the site would enhance the visual image of the Beach Boulevard corridor and expand the vision of the specific plan.

### *Site Layout & Circulation*

#### Access

Vehicular access to the project site is proposed via one primary entry point on Ellis Avenue. There are no improvements necessary to the existing street or medians to accommodate vehicular access to the project site. The driveway on Ellis Ave. is designed with two-way travel lanes which provide entrance into the subterranean parking structure.

The project will enhance the pedestrian experience on Ellis Ave. by dedicating four ft. of property to provide a 12 ft. wide public right-of-way. Pedestrian access to the project site will feature a six ft. wide planter along the street frontage which buffers the adjacent six ft. wide sidewalk. The sidewalk along Ellis Ave. is also adjacent to the proposed public plaza. The building is oriented towards the street which connects the sidewalk to the shopfront retail entrance and the common lobby residential entrance along Ellis Ave. Interior corridors connect the residential units to the parking garage and roof deck via stairs/elevators. The sidewalk connects to a pathway which provides access to the ground floor residential entrance and pedestrian security gates. The security gates will enclose the residential area from the public open space through controlled access scan cards.

The project's access points have been designed to comply with the requirements of the BECSP and respond to the Fire Department's request for emergency access. The site includes a fire truck turnabout and marked fire lanes. The project has proposed an Alternate Means & Methods (AM&M) strategy to satisfy exterior hose pull distance requirements. The AM&M has been reviewed and conceptually approved by the HBFD.

#### Open Space

The 2,703 sf. public open space plaza is accessible via the public sidewalk on Ellis Ave. and visible along the street frontage. The plaza includes seating areas for public use and decorative stamped concrete pathways which encourages public use from the sidewalk. The inclusion of these improvements creates an inviting pedestrian experience for both visitors and residents.

The project proposes porches as private open space for the ground floor residential units. Although each of the ground floor residents will benefit from the enjoyment of open space accessible directly from their unit, the porch type private open space is noncompliant with the Town Center Neighborhood segment of BECSP. For this reason, the ground floor porches are excluded from private open space calculations for the project. All residents will have access to the fourth floor roof deck common area. Units on the fourth floor also have private balconies which are separate from the common area.

#### Parking

The 2015 amendments to the BECSP increased the parking ratio requirements from the original 2010 adoption of the BECSP. The proposed project meets and exceeds the minimum amount of required vehicle parking based on the current BECSP. A total of 125 parking spaces are required for the project and a total of 128 parking spaces are provided. The project provides 120 parking spaces for residences, including 24 spaces reserved for guests, and 5 spaces reserved for the retail tenant. The subterranean parking structure will provide access to all 128 parking spaces. According to the Parking Management Plan (Attachment No. 13), the parking garage will remain open between the hours of 9:00 AM and 9:00 PM and require a scan card for gate access outside these hours.

#### Affordable Housing

As required per the Beach and Edinger Corridors Specific Plan (BECSP) and Huntington Beach Zoning and Subdivision Ordinance (HBZSO) Section 230.26 - Affordable Housing, 10% of the proposed units are required to be designated for sale at affordable income levels. Thus, 4.8 of the proposed 48 units are required to be designated for sale at affordable income levels. The applicant proposes to provide five affordable units on-site in order to comply with the Affordable Housing requirement. Three of the affordable units will be made available to moderate income households and two affordable units will be available to low income households, as defined by HBZSO Section 230.26(B)(3). In the event the project is operated as rental apartment units, five on-site units will be designated as rentals affordable to low income households, as defined by HBZSO Section 230.26(B)(2). In addition, there are requirements for a 45-year affordability period (for-sale units) and 55-year affordability period (rental units) and the timing for which the affordable units shall be constructed. The suggested conditions of approval for Tentative Tract Map No. 18157 stipulates these requirements to be recorded in an Affordable Housing Agreement approved by the City Council.

#### **Urban Design Guidelines Conformance:**

The project is required to comply with the architectural regulations and guidelines of the BECSP. A detailed discussion of the project's design is provided in the Analysis section of this staff report.

**Environmental Status:**

On December 8, 2009, the Planning Commission certified Program Environmental Impact Report (EIR) No. 08-008 for the proposed Beach and Edinger Corridors Specific Plan. EIR No. 08-008 concluded that potential impacts can be mitigated to less than significant levels with the exception of impacts to air quality, cultural resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems, which would remain significant and unavoidable. The Planning Commission certified EIR No. 08-008 as adequate and complete with modified mitigation measures, findings of fact, and a Statement of Overriding Considerations. The City Council also adopted a Statement of Overriding Considerations prior to action on the GPA, ZMA, and ZTA on March 1, 2010.

The project applicant has completed Air Quality/GHG Analysis, Traffic Impact Analysis, Preliminary Hydrology Report/WQMP, Phase 1 Environmental Site Assessment (ESA), and a Geotechnical Investigation (Attachments No. 17) to ensure the project will comply with the BECSP Mitigation Monitoring Reporting Program. All potentially significant effects of the project have been analyzed pursuant to the BECSP Program EIR and can be mitigated pursuant to applicable mitigation measures adopted for the BECSP Program EIR (Attachment No. 15). Therefore, pursuant to Section 15182 of the CEQA Guidelines, the proposed project is covered under the program EIR and no further environmental analysis is required.

**Coastal Status:**

Not Applicable.

**Design Review Board:**

Not Applicable.

**Subdivision Committee:**

Not Applicable.

**Other Departments Concerns and Requirements:**

The Departments of Public Works, Fire, Building, Economic Development, and Police have reviewed the proposed development project. Recommended conditions from the Departments of Public Works, Fire, Building and Police are incorporated into the suggested conditions of approval and code requirements have also been identified.

**Public Notification:**

Legal notice was published in the Huntington Beach Wave on May 16, 2019, and notices were sent to property owners of record and occupants within a 500 ft. radius of the subject property, individuals/organizations requesting notification (Community Development Department's Notification Matrix), and applicant. Written communications received prior to the May 28, 2019 Planning Commission meeting will be forwarded to the Planning Commission for consideration (Attachment No. 16).

**Application Processing Dates:**



DATE OF COMPLETE APPLICATION:  
April 1, 2019

MANDATORY PROCESSING DATE(S):  
June 1, 2019

**SUMMARY:**

Staff recommends that the Planning Commission approve the proposed project based on the following:

- Consistent with the M-sp (Mixed Use - Specific Plan Overlay) Land Use Designation of the General Plan and the SP 14 - Beach and Edinger Corridors Specific Plan zoning designation.
- Implements the objectives of the BECSP to improve the vitality of the Beach Boulevard corridor.
- Provides a mixed-use development that is consistent with the BECSP development code and compatible with the surrounding existing and anticipated land uses.
- Creates an environment that supports pedestrian and bicycle activity and increases housing.
- The project meets the requirements of the Subdivision Map Act.
- The project contributes to the City's housing stock, including affordable housing as required by existing City requirements, thereby assisting to achieve the City's overall housing goals.

**ATTACHMENTS:**

1. Suggested Findings and Conditions of Approval for Tentative Tract Map No. 18157 and Conditional Use Permit No. 17-042
2. Vicinity Map
3. Project Narrative received and dated May 1, 2019
4. Tentative Tract Map No. 18157 received March 7, 2019
5. Site plan, floor plans, and elevations received April 23, 2019
6. Shadow Analysis
7. BECSP Completed Comparable Projects
8. Site Plan Revised for Clarity
9. Accident Rates in the Project Vicinity
10. Proposed Project and Elan Trip Generation Comparison
11. Summary of Volume/Capacity Ratio in Project Vicinity
12. Preliminary Grading Plan
13. Parking Management Plan received and dated April 22, 2019
14. Sustainability Narrative received and dated September 21, 2018
15. BECSP Mitigation Monitoring Checklist
16. Email Public Comment Received May 17, 2019
17. Air Quality/GHG Analysis, Traffic Impact Analysis, Preliminary Hydrology Report, Draft Water Quality Management Plan, Phase 1 ESA, Geotech Investigation (not attached - see May 14, 2019 PC Study Session Staff Report)
18. Republic Will-Service Letter
19. Code Requirements Letter