

4.8 LAND USE AND PLANNING

This EIR section analyzes the potential for adverse impacts on the existing land use characteristics of the project site and adjacent areas resulting from implementation of the proposed project. The Initial Study/Notice of Preparation (IS/NOP [Appendix A]) identified the potential for the proposed project to result in impacts associated with applicable land use plans, policies, and regulations. Issues scoped out from detailed analysis in the EIR include (1) physical division of an established community and (2) conflicts with any applicable habitat conservation plan or natural community conservation plan. Data used to prepare this section were taken from the City's General Plan Land Use Element and Specific Plan No. 13. Full bibliographic entries for all reference materials are provided in Section 4.8.5 (References).

All comments received in response to the IS/NOP circulated for the proposed project were taken in to consideration during preparation of this Environmental Impact Report, and if relevant, have been addressed in this section or others within this document.

4.8.1 Environmental Setting

The City of Huntington Beach, located in northwestern Orange County, is a beach community located approximately 35 miles southeast of Los Angeles, immediately adjacent to the Pacific Ocean. The City consists of approximately 17,730 acres, or 27.7 square miles, and is nearly built out with a variety of land uses, including residential, commercial, industrial, institutional, public uses, and streets/highways.

■ Project Site Characteristics

The approximate 15.85-acre project site (assuming a future lot line adjustment) is located in the northern portion of the City of Huntington Beach, adjacent to the existing Bella Terra Mall. The site is currently developed with a vacant Montgomery Ward Building and an associated auto repair facility. The 190,100-square-foot (sf) Montgomery Ward building occupies the central portion of the project site while the 18,600 sf auto repair facility is located on the southwestern portion of the project site.

■ Land Use Background

The vacant Montgomery Ward building and associated auto repair facility was originally an anchor tenant of the former Huntington Center. The Center was originally built in 1967 and was one of the first enclosed shopping malls in Southern California. Years later, the Westminster Mall in the City of Westminster, and the South Coast Plaza in the City of Costa Mesa, opened and drew many customers away from the Huntington Center. By the mid-1990's Huntington Center was almost completely vacant.

In 2003, the Huntington Center was demolished to make way for the new Bella Terra Mall. Although many of the tenants had opened in 2005, the mall officially opened in September 2006. The portion of the mall that opened in 2006 is referred to as Phase I of the Bella Terra development. The Bella Terra Mall consists of an open air, retail, dining, and entertainment complex with large public spaces located

between intervening walkways or alleys. Overall, the mall contains approximately 694,422 sf of commercial/retail space and is anchored by Kohl's Department Store and a 20-screen Theater Complex. The proposed project, which would allow increased density scenarios for future development on-site, would represent an extension of the existing Bella Terra Mall.

■ Surrounding Land Uses

A mixture of commercial, office, hotel, and residential uses are located to the north/northeast of the project site. The Old World Village, a Bavarian-themed residential, shopping, dining, and entertainment center, is located north of the project site across Center Avenue. Seawind Village, a multi-family apartment development is further to the north along Huntington Village Lane. The Towers at Bella Terra, a 400,000 sf office development, and Hotel Huntington Beach, a 224-room hotel development, are located to the northeast between Center Avenue and I-405. As discussed above, the Bella Terra Mall is located directly adjacent to the project site to the east.

Commercial and office development is located to the south of the project site across Edinger Avenue, with single-family residential units located further south. The College Country Center, a shopping center containing approximately 60,000 sf of retail and office space, is located to the west of the project site on the opposite side of the Union Pacific Railroad (UPRR) tracks, just south of Center Avenue. The Ripcurl Project, a mixed-use residential and commercial project containing approximately 440 residential units and 10,000 sf of retail space is currently proposed on the College Country Center site. In addition, a small site with two transmission towers abuts the northwest corner of the project site, adjacent to The Ripcurl site. The transmission towers are owned and operated by Southern California Edison (SCE). A former Levitz furniture store, consisting of approximately 230,000 sf of retail showroom and distribution space and 331 parking stalls on 11.7 acres, is also located west of the project site on the opposite side of the UPRR tracks, immediately south of The Ripcurl proposed project site. Golden West College, an educational institution consisting of 14,000 students and staff, is located further to the west across Gothard Street.

■ Existing General Plan/Zoning Designations

The project site has a General Plan Land Use designation of CR-F2-sp-mu-(F9) (Regional Commercial). The F2 designation permits a floor-to-area ratio (FAR) of 0.5 for commercial uses while the F9 designation permits a maximum overall FAR of 1.5, with a commercial FAR of 0.5 and 25 residential units per net acre for mixed-use vertically integrated projects consisting of commercial and residential components. Concerning the overlay designations, the specific plan (sp) overlay designation requires that a Specific Plan be formulated for large scale, mixed-use, multi-phased projects while the mixed-use (mu) overlay designation permits development of residential uses in conjunction with the underlying commercial designation. Given that the cumulative total of commercial area FAR and residential density cannot exceed the total building area FAR of 1.5, the current designations permit a maximum mixed-use development of 396 residential units or 690,426 residential sf and 345,213 commercial sf for a total building area of 1,035,639 sf.

The project site currently has a zoning designation of Specific Plan 13 (SP-13). The purposes of the SP-13 designation are (1) to implement the City of Huntington Beach General Plan by presenting more detailed direction for future development and (2) to establish the planning concept, design theme, development regulations, and administrative procedures necessary to achieve an orderly and compatible development of the project area. Approved by the Huntington Beach City Council in 2000, the overall intent of the SP-13 designation is to establish a visitor-serving, regional-commercial shopping setting and achieve a high quality in retail and entertainment design. The SP-13 designation does not currently permit residential or mixed uses.

4.8.2 Regulatory Framework

■ Federal and State

There are no federal or State regulations related to land use that apply to the proposed project.

■ Regional

Southern California Association of Governments (SCAG)

SCAG's Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Regional Housing Needs Assessment (RHNA) are tools for coordinating regional planning and development strategies in southern California. The RHNA assists in identifying current and future housing needs. The RCP is a problem-solving guidance document that takes an active approach in planning the long-term framework for a livable, sustainable, and successful healthier region. Based on the growth management framework of the Compass Blueprint, the RCP ties together SCAG's role in transportation, land use, air quality and planning in order to achieve a better community which serves the needs of a burgeoning population in Southern California. Policies contained in the RCP identified by SCAG as relevant to the proposed project are identified under Impact 4.8-1 below, along with an assessment of the proposed project's consistency with these policies.

■ Local

City of Huntington Beach General Plan

The City of Huntington Beach General Plan outlines an order of progress through which the City can grow and maintain economic and environmental integrity. As a policy, the General Plan serves as a guide to the adoption of laws necessary to execute its intent. The General Plan is composed of sixteen elements, as follows:

- Land Use
- Urban Design
- Historic and Cultural Resources
- Economic Development
- Growth Management

- Housing
- Circulation
- Public Facilities and Services
- Recreation and Community Services
- Utilities
- Environmental Resources/Conservation
- Air Quality
- Coastal
- Environmental Hazards
- Noise
- Hazardous Materials

The applicable goals, objectives, and policies of each of the above-listed elements are discussed in the section pertaining to the relevant resource in this EIR. The thresholds for analysis of land use impacts include the identification of conflicts with goals and policies. As such, applicable goals and policies in the Land Use Element of the General Plan related to land use that are potentially relevant to the proposed project are analyzed under Impact 4.8-1, below.

Specific Plan No. 13

Specific Plan No. 13 (The Crossings at Huntington Beach), which was adopted in August 2000 and revised in April 2006 serves as the zoning of the project site (in addition to the existing Bella Terra Mall site). This document establishes the planning concept, design theme, development regulations, and administrative procedures necessary to achieve an orderly and compatible development of the project area and to implement the goals, objectives, and policies of the Huntington Beach General Plan. Implementation of the proposed project would amend the Specific Plan to include residential development standards and enhanced architectural and design guidelines. Due to the known revisions that would occur to the existing Specific Plan, consistency of the proposed project with the current policies has not been evaluated in this EIR. Upon approval of the proposed project, any future development that would occur on site would be required to adhere to the revised Specific Plan policies in addition to the standards and guidelines as identified in the GPA/ZTA.

4.8.3 Project Impacts and Mitigation

■ Analytic Method

The analysis in this section addresses the compatibility of land uses identified in the proposed project with existing and planned land uses adjacent to the project site. Consistency with applicable policies pertaining to land use is addressed. Analysis of other elements of the General Plan is provided in the applicable resource sections of this EIR.

Both GPA/ZTA options would result in an increase in allowable uses compared to the existing General Plan and Zoning designations for the project site; however, the ratios of the type of land uses would differ. Implementation of the proposed project would result in the development of a mixed-use scenario

in which *either* more residential uses would be permitted (Option 1) *or* more commercial uses would be permitted (Option 2). Since Option 1 and Option 2 propose the same land uses, with the difference lying in the ratio of commercial and residential uses, implementation of one GPA/ZTA Option would not be inherently different from the other in terms of potential land use impacts. Therefore, the following impact analysis applies to both Option 1 and Option 2, as impacts would be the same for either GPA/ZTA.

■ Thresholds of Significance

The following thresholds of significance are based on Appendix G of the 2008 CEQA Guidelines. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan
- Physically divide an established community

■ Effects Not Found to Be Significant

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?
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There are no applicable habitat conservation plans or natural community conservation plans for the proposed project site. The land is currently developed with limited landscape or natural features. No impact would result, and no further analysis of this issue is required in the EIR.

Threshold	Would the project physically divide an established community?
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The proposed project would not disrupt or physically divide an established community. The project involves the redevelopment of an existing underutilized commercial center with a mix of residential and commercial uses. The proposed project would not cut off an existing or proposed transportation route. Therefore, no impacts would occur, and no further analysis is required in the EIR.

Threshold	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
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Impact 4.8-1 **The proposed project would redesignate the site to allow a higher density of mixed-uses, and implementation of Option 1 or Option 2 of the GPA/ZTA would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This impact is *less than significant*.**

Proposed Land Use Changes

The proposed project consists of a GPA/ZTA that would allow for the future development of a mixed-use project. The proposed General Plan designation would be CR-F2-sp-mu (F14). The GPA would allow horizontally integrated mixed-use development in addition to the currently allowed vertical mixed-use development, and would increase the total mixed-use building FAR from 1.5 to 1.75, allowing for an additional 172,606 sf beyond the 1,035,639 sf that is currently allowed. Within this total building square footage limitation, the maximum residential density would increase from 25 dwelling units per acre (du/acre) to 45 du/acre. This increase would allow a maximum of 317 additional units on-site, beyond the 396 units that are currently allowed.

The maximum commercial development and residential density would be limited to only one of the following development combinations on the project site. The new General Plan development potential (established by one of the two following combinations) would be established in both the Land Use Density and Intensity Schedule and General Plan Subarea 5a:

- **Option 1 (Increased Residential).** Maximum total building area FAR of 1.75, commercial FAR of 0.2, and 45 du/acre, which would permit a maximum of 713 residential units and 138,085 sf of commercial uses. Compared to the existing General Plan designation, this GPA would represent an overall square footage increase of 172,606, through a decrease in commercial-only building area of 207,128 sf, and an increase of 317 residential units; or
- **Option 2 (Increased Commercial).** Maximum total building area floor area ratio of 1.75, commercial FAR of 0.6, and 34 du/acre, which would permit a maximum of 538 residential units and 414,255 sf of commercial uses. Compared to the existing General Plan designation, this GPA would represent an overall square footage increase of 172,606, through an increase in commercial-only building area of 69,042 sf, and an increase of 142 residential units.

These two Options represent the overall development scenarios that could occur under the proposed project; however, only one Option would ultimately be constructed. Both of these potential development combinations result in a maximum total building area FAR of 1.75 or 1,208,245 sf of total commercial and residential development, which is an increase in overall square footage (by approximately 172,606 sf) compared to what is currently allowed on site.

The GPA would be structured such that under the maximum residential density scenario, the maximum amount of permitted commercial square footage would decrease from 345,213 sf to 138,085 sf.

Conversely, if a smaller residential density is chosen, the maximum amount of commercial square footage that could be built would increase from 345,213 sf to 414,255 sf. The GPA would also increase the maximum number of stories from the currently allowed maximum of four stories to 10 stories. Approval of either Option would satisfy the proposed changes to the General Plan to allow a mixed-use development, as outlined above.

The associated ZTA would amend SP-13 to allow residential uses and establish residential design and development standards. In addition, the development standards for commercial uses, including but not limited to parking, setbacks, and building height would be included within the Specific Plan.

Effects of Land Use Redesignation

The proposed project is located in an area of the City that is currently undergoing revitalization. The project site and surrounding area is identified as a Redevelopment Project Area in the City's 1996 General Plan.²⁴ Subsequent to that designation, the Huntington Center Mall was demolished in 2003 to make way for the new Bella Terra Mall, which officially opened in September 2006. The portion of the mall that opened in 2006 is referred to as Phase I of the Bella Terra development and serves as the primary catalyst of revitalization efforts in the nearby vicinity. Additionally, The Ripcurl project is also simultaneously being evaluated in a separate EIR, and is located immediately northwest of the project site. Consequently, the proposed project in conjunction with The Ripcurl project, represent a significant portion of the remaining land use character changes that could occur in the area.

Adjacent uses are primarily commercial/retail in nature with some scattered office uses and residential uses located further north. Future development that would be permitted under the proposed project would essentially extend the existing retail/commercial uses associated with Bella Terra Mall further west to encompass the remaining portion of the former Huntington Center.

The Beach-Edinger Corridor Plan is simultaneously underway, and is intended to present a clear and comprehensive vision for growth and change along Beach Boulevard and Edinger Avenue. The project site is not included within the boundary of the Beach-Edinger Corridor Plan; however, the area north of Warner Avenue along Beach Boulevard, and including the Edinger segment, is generally planned for more intensive mixed-use development. In particular, this northern segment is intended to act as a Town Center, or hub, providing a destination and live/work center for the City, with primarily retail and residential development. Although the Corridor Study is still in the early planning stages, The Village at Bella Terra project would provide an opportunity for future development that would complement the intended land use concepts for the area.

Implementation of the proposed project would result in a GPA/ZTA that would allow the development of high-density mixed uses on the site. The introduction of residential uses on-site (as permitted by the proposed project) would represent a new land use for the immediate project area. Presently, the nearest residential uses are located at the Old World Village. Although SP-13 does not presently allow residential uses, the existing General Plan designation allows vertical mixed-uses and implementation of the GPA would allow the integration of horizontal mixed-use on site. Therefore, as per the General Plan

²⁴ Figure LU-3 on page II-LU-9 of the City's General Plan

designation, placing residences on the project site would not constitute a new land use objective. Additionally, if approved, The Ripcurl project would include development of high-density residential and commercial mixed-uses adjacent to the project site.

Given the similarity between the proposed project and the existing and proposed surrounding land use types, the proposed GPA/ZTA would be compatible with adjacent land uses and would not cause a substantial adverse change in the existing land use pattern of the project area. Although project implementation would represent land use intensification by increasing the allowable densities on a former commercial site that is currently underutilized, this change in intensity is compatible with the land use mixture anticipated onsite and within the surrounding area. Additionally, as mentioned above, the City is currently in the process of redeveloping the project area to permit more high density mixed uses, and the project conforms to this overall vision.

A discussion of project compatibility with relevant land use goals and policies associated with SCAG and the City's General Plan Land Use Element follows. Overall, the City's land use policies generally encourage projects that provide a mix of uses, are compatible and harmonious with surrounding development, and offer pedestrian amenities that enhance the image and quality of life and the environment. Policies are designed to address the image of the community and promote compatibility between land uses. Future development under the proposed project would promote the City's image as a regional activity center that would provide the community and region with economic and service benefits. Additionally, the project site is located near the Golden West Transportation Center and the I-405, providing mixed-use development that is regionally visible and accessible.

SCAG RHNA

RHNA Resolution 07-489-01 The Final RHNA establishes the total regional housing need allocation of 699,368 housing units by June 30, 2014.

Consistency Analysis

In conformance with the allocated housing need identified by SCAG, the City of Huntington Beach Draft 2008–2014 Housing Element of the General Plan identifies the City's proportional responsibility for future residential growth through 2014. Implementation of the proposed project would permit increased residential and commercial mixed-use density on-site, which would not conflict with the City's RHNA. Therefore, implementation of the GPA/ZTA would also not conflict with SCAG RHNA Resolution 07-489-01.

SCAG 2008 RTP

The 2008 RTP provides a regional investment framework to address the region's transportation and related challenges through the year 2035. SCAG identified regional goals that reflect a balanced approach to transportation planning and decision-making. Those RTP Goals that are most applicable to the proposed project are identified below.

- Maximize mobility and accessibility for all people and goods in the region
- Protect the environment, improve air quality and promote energy efficiency

- Encourage land use and growth patterns that complement our transportation investments and improve the cost effectiveness of expenditures

Consistency Analysis

Although implementation of the GPA/ZTA does not include any direct changes to the existing transportation system in the project area or vicinity, the mere implementation of permitted increased mixed-use density on the project site is reflective of the above-listed RTP goals. Mixed-use projects encourage alternative modes of transportation by allowing more live-work opportunities to reduce automobile trips and subsequently help to improve regional air quality. Additionally, the project site is located adjacent to the Golden West Transportation Center, which would provide increased opportunities for alternative transportation methods. Therefore, by permitting a higher density of mixed uses to occur on the project site, the proposed project would not conflict with the RTP goals.

SCAG 2008 RCP

SCAG policies are not mandated; rather, they are generally used more for regional advisory purposes. However, because implementation of the proposed GPA/ZTA would permit increased mixed-use density on the project site, a brief discussion of the project's consistency with the RCP policies is provided below.

- RCP Policy LU-5** Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.
- RCP Policy LU-7.2** Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.
- RCP Policy LU-7.4** Local governments and sub regional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.
- RCP Policy LU-2S** SCAG shall continue efforts, in collaboration with State agencies and local jurisdictions, to significantly reform State Housing Element law and the Regional Housing Needs Assessment process. These reforms should promote the broad goals stated by the Secretary of Business, Transportation, and Housing and shared by SCAG:
 - Each municipality has a clear responsibility to provide housing based on the growth in population and jobs generated in the community.

- Jurisdictions should be able to collaborate in meeting housing needs.
- Planning for housing should be pursued over a longer time frame in line with other major growth planning efforts.

Consistency Analysis

Implementation of the proposed project would result in a GPA/ZTA to allow increased residential and commercial mixed uses to occur on a currently vacant commercial/auto service site. Future development that would be permitted under the proposed project would focus growth within a known Redevelopment Area and along a major commercial corridor. The increased mixed-use development that would be permitted would provide new housing opportunities in the City and would create walkable, “people-scaled” communities that could take advantage of on-site and adjacent commercial uses, as well as the nearby Golden West Transportation Center. Future development that would be permitted under the proposed project would facilitate the expansion of the existing Bella Terra Mall and provide a vibrant new mixed-use community on a currently vacant lot. Consequently, implementation of the proposed project would not conflict with the RCP policies identified above.

City of Huntington Beach Urban Design Element

Goal UD 1.1 Enhance the visual image of the City of Huntington Beach

- Policy UD 1.2.1** Require public improvements to enhance the existing setting for all key nodes and pedestrian areas through the consideration of the following:
- a. provide pedestrian connections and visual continuity between the node and the surrounding neighborhoods
 - b. N/A
 - c. N/A
 - d. N/A
 - e. enhance the connections, where feasible, between the public sidewalk and private commercial interior open spaces/courtyards as described in the Land Use Element by using decorative paving and landscaping materials, and street furniture
 - f. incorporate landscaping to mask oil operations and major utilities, such as the Edison generating station

Policy UD 1.3.1 Require a consistent design theme and/or landscape design character along the community’s corridors that reflects the unique qualities of each district. Ensure that streetscape standards for the major commercial corridors, the residential corridors, and primary and secondary image corridors provide each corridor with its own identity while promoting visual continuity throughout the City.

Consistency Analysis

The Village at Bella Terra project site is considered an internal node in the City as it was originally part of Huntington Center. As discussed in the City's General Plan, this area previously lacked the visual characteristics that defined it as such an entry way. However, subsequent redevelopment of the Bella Terra Mall has helped to clearly define the area as a point of entry into the City.

Implementation of the proposed project would further enhance the distinctive character and identity of the area by providing a consistent design theme in connection with the existing Bella Terra Mall. Additionally, The Village at Bella Terra site would be designed to promote a pedestrian-friendly environment, which would also encourage residents to utilize the existing surrounding features in the area such as retail and entertainment uses at Bella Terra Mall as well as transportation opportunities at the Golden West Transportation Center. The project would incorporate design guidelines that would adhere to City standards (including streetscape standards) and include substantial landscaping to soften the hardscape. The inclusion of landscaping on a redevelopment project within the Edinger Avenue Commercial Corridor area would help establish and solidify an overall identity to the corridor. The proposed project would therefore meet the intent of these policies, and not conflict with the Urban Design Element of the General Plan.

City of Huntington Beach Land Use Element

- Goal LU 2** Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.
- Policy LU 2.1.1** Plan and construct public infrastructure and service improvements as demand necessitates to support the land uses specified in the Land Use Plan (as defined in the Circulation and Public Utilities and Services Elements of the General Plan).
- Policy LU 2.1.2** Require that the type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services (as defined in the Circulation and Public Utilities and Services Elements of the General Plan).
- Policy LU 2.1.3** Limit the type, location, and/or timing of development where there is inadequate public infrastructure and/or services to support land use development.
- Policy LU 2.1.5** Permit increases in development capacity consistent with the types and densities of uses depicted on the Land Use Plan (Figure LU-5) and prescribed by Policy 7.1.1, when it can be demonstrated that additional transportation improvements have been implemented or are funded, or demands have been reduced (based on highway level of service and vehicle trips).

Consistency Analysis

As discussed in detail within Section 4.14 (Utilities), infrastructure improvements for water, wastewater, storm drains, on-site roadways, etc. that would be necessary to serve the proposed development would be constructed prior to development. The future on-site utilities would connect to existing facilities and some improvements to existing infrastructure may also be required. In addition, as discussed in Section 4.11 (Public Services), existing public services would be adequate to serve the proposed project. Additionally, as discussed in Section 4.13 (Transportation/Traffic), appropriate traffic mitigation measures would be required to ensure that future development under the proposed project would not result in significant traffic impacts. Consequently, the proposed project and associated increases in development densities would not conflict with the applicable policies.

- Goal LU 4** Achieve and maintain high quality architecture, landscape, and public open spaces in the City.
- Policy LU 4.1.1** Require adherence to or consideration of the policies prescribed for Design and Development in the Huntington Beach General Plan, as appropriate.
- Policy LU 4.1.2** Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
- Policy LU 4.1.8** Use reclaimed water for irrigation of public and private landscape, as feasible.
- Policy LU 4.2.1** Require that all structures be constructed in accordance with the requirements of the City’s building and other pertinent codes and regulations; including new, adaptively re-used, and renovated buildings.
- Policy LU 4.2.4** Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.
- Policy LU 4.2.5** Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access and use as required by State and Federal Laws such as the *Americans with Disabilities Act* (ADA).

Consistency Analysis

Implementation of the proposed project would adhere to the design and development standards identified for SP-13 and future development would provide adequate open space and parking within the development. As implementation of the proposed GPA/ZTA would not include a specific development project, a landscaping plan has not yet been prepared for the site. However, development standards would be included in the proposed ZTA that would specify appropriate guidelines for future landscaping at the site. Additionally, any future landscaping plan would require City approval prior to implementation. The City does not utilize or serve directly applied recycled water to any of its customers or for municipal purposes. Therefore, the proposed project would be unable to utilize recycled water.

The proposed project would be constructed in accordance with existing laws and regulations, including the City's building code and any applicable State and federal law requirements such as the ADA. Adequate access to and from the project site would be provided through entrances along Central Avenue and Edinger Avenue. The amount of parking would be determined by a shared parking study, which would ensure adequate parking for the mix of uses proposed. In addition, on-site amenities such as a pool for the residences and common open space areas would also be provided. Therefore, upon approval of the proposed project, future development at the project site would not conflict with the above policies.

- Goal LU 7** Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources and scale and character.
- Policy LU 7.1.1** Accommodate existing uses and new development in accordance with the Land Use and Density Schedules.
- Policy LU 7.1.2** Require that development be designed to account for the unique characteristics of project sites and objectives for community character and in accordance with the Development "Overlay" Schedule, as appropriate.
- Policy LU 7.1.5** Accommodate the development of a balance of land uses that maintain the City's fiscal viability and integrity of environmental resources.
- Policy LU 7.1.6** Accommodate the development of additional jobs-generating land uses that improve the 1992 jobs to housing ratio of 0.82 to 1.0 or greater; to meet objectives of the Regional Comprehensive Plan (Southern California Association of Governments) and Air Quality Management Plan. These should capitalize upon existing industrial strengths and emphasizing the clustering of similar or complementary industries.

Consistency Analysis

The proposed project is a GPA/ZTA to allow for future mixed-use development to occur at higher densities than the designation currently permits. Additionally, the proposed project would permit horizontally integrated mixed-use development in addition to the currently allowed vertical mixed-use development, and would increase the allowable height limit to 10 stories. If approved, the new General Plan development potential (established by one of the two GPA/ZTA Options) would be established in both the Land Use Density and Intensity Schedule and General Plan Subarea 5a, which would require future development on-site to adhere to the new development potential standards. The intent of the proposed project is to provide a pedestrian-friendly development that would be compatible with surrounding development and further the revitalization efforts of the existing Bella Terra Mall. Therefore, upon approval of the proposed project, future development at the project site would not conflict with Policy LU 7.1.1 or LU 7.1.2 of the General Plan. In addition, because the proposed project would promote a mix of commercial and residential land uses on-site and in an area targeted for

redevelopment and high-density mixed-uses (as envisioned by the Corridor Study), the proposed project would not conflict with Policy 7.1.5.

The 2008 demographic and housing report of the California Department of Finance indicates that there are currently 78,007 housing units located within the City of Huntington Beach. According to the City's Draft 2008-2014 Housing Element, Orange County Projections (OCP) documented Huntington Beach employment at 81,559 jobs in 2006, primarily in the retail, service, manufacturing and wholesaling sectors.²⁵ Given the foregoing, the current jobs-to-housing ratio is approximately 1.05, which meets the City's goal of 0.82 to 1.0 or greater. Although the proposed GPA/ZTA does not include a specific development project, implementation would allow future residential and commercial uses to be developed on-site at a higher density than is currently allowed. The proposed project would accommodate the future development of jobs-generating land uses through the provision of additional commercial uses which would complement the existing commercial uses surrounding the project site, particularly with the existing Bella Terra Mall. Therefore, future development at the project site would not conflict with Policy LU 7.1.6.

Goal LU 8 Achieve a pattern of land uses that preserves, enhances, and establishes a distinct identity for City's neighborhoods, corridors, and centers.

- Policy LU 8.1.1** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map, in accordance with the principles discussed below:
- a. N/A
 - b. Vary uses and densities along the City's extended commercial corridors, such as Beach Boulevard.
 - c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods.
 - d. N/A
 - e. Intermix uses and densities in large-scale development projects
 - f. Site development to capitalize upon potential long-term transit improvements.
 - g. Establish linkages among community areas, which may include pedestrian and vehicular paths, landscape, signage, other streetscape elements, open space, transitions in form, scale, and density of development, and other elements.

²⁵ OCP-2006 employment forecasts are consistent with SCAG's Regional Transportation Plan and the State Employment Development Department.

Consistency Analysis

The proposed project is located along the Edinger Avenue commercial corridor. Implementation of the proposed project would facilitate future development of a mixed-use residential and commercial development within the corridor through implementation of a GPA/ZTA to allow increased residential commercial densities on the project site. In addition, implementation of the proposed project would include an amendment to SP 13 to allow residential uses on the project site. Therefore, approval of the proposed project would result in a change of land use and density within close proximity to one of the City's extended commercial corridors.

Golden West College is located west of the proposed project site while the nearest residential uses are located at Old World Village, less than 0.25 mile north of the project site. The retail uses associated with the project would not only serve residents located on-site, but would also serve students, faculty and staff from the college and nearby residents. In addition, the proposed project would be located less than ¼-mile from the Golden West Transportation Center, which provides transit access throughout northern Orange County. As a result, future residents and patrons would have access to alternative means of transportation. For these reasons, future development at the project site would not conflict with this policy.

Goal LU 9 Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.

Policy LU 9.1.1 Accommodate the development of single- and multifamily residential units in areas designated by the Land Use Plan Map, as stipulated by the Land Use and Density Schedules.

Policy LU 9.1.3 Require that multifamily residential projects be designed to convey a high level of quality and distinctive neighborhood character as discussed below;

- a. Design building elevations treatment to convey the visual character of individual units rather than singular building mass and volumes.
- b. Locate the elevation of the first occupiable floor at or in proximity to the predominant grade elevation, visually screening subterranean parking facilities from the street frontage.
- c. Include separate and well-defined entries to convey the visual character of individual identity for each residential unit, which may be accessed from exterior facades, interior courtyards, and/or common areas.
- d. Site and design parking areas and facilities that are integrated with but do not dominate the architectural character of the structure.
- e. Include an adequate landscape setback along the street frontage that is integrated with abutting sidewalks and provides continuity throughout the neighborhood.

- Policy LU 9.1.4** Require that recreational and open space amenities be incorporated in new multifamily developments and that they be accessible to and of sufficient size to be usable by all residents.

Consistency Analysis

Future development that would be permitted under the proposed project would include multi-family uses in a mixed-use area. As discussed in Section 4.10 (Population and Housing) of the EIR, single-family residential uses represent approximately 61.6 percent of the City’s overall housing stock, while 2 to 4 unit multifamily structures only account for approximately 12.7 percent. The provision of additional multifamily units would complement the predominance of single family housing in the City, and would also benefit from existing retail, office, education, and transportation uses in the surrounding area. The proposed ZTA would include architectural and design guidelines to help ensure maximum compatibility of design, promote pedestrian-friendly entries and uses, and promote the use of compatible exterior materials. Similar to the existing buildings at the Bella Terra Mall, structures on the project site would vary in heights in order to provide variety to the roofline. Parking structures would be integrated within the overall project site and would be screened from view. Development standards and design guidelines in SP-13 would ensure that future development includes proper site planning, unique architecture, high-quality building materials, and extensive indoor and outdoor amenities, as is represented by the proposed Conceptual Plans. The proposed project would ensure that form, height, and treatment of buildings would convey a high level of quality. Therefore, upon approval of the proposed project, future development at the project site would not conflict with this policy.

Goal LU 10 Achieve the development of a range of commercial uses.

- Policy LU 10.1.1** Accommodate the development of neighborhood, community, regional, office, and visitor-serving commercial uses in areas designated on the Land Use Plan Map in accordance with Policy 7.1.1.
- Policy LU 10.1.3** Require the incorporation of facilities to promote the use of public transit, such as bus turnouts and drop-offs where appropriate.
- Policy LU 10.1.4** Require that commercial buildings and sites be designed to achieve a high level of architectural and site layout quality.
- Policy LU 10.1.5** Require that buildings, parking, and vehicular access be sited and designed to prevent adverse impacts on adjacent residential neighborhoods.
- Policy LU 10.1.15** Require that regional commercial developments be designed to convey the visual sense of an integrated center by consideration of the following principles:
 - a. Use of multiple building volumes and masses and highly articulated facades to reduce the visual sense of large scale “boxes”;

- b. Use of roofline or height variations to visually differentiate the building massing and incorporation of recesses and setbacks on any elevation above the second floor above grade;
- c. Siting of a portion of the buildings in proximity to their primary street frontage to convey a visual relationship to the street and sidewalks;
- d. Design of the exterior periphery of the structures to contain shops, restaurants, display windows, and other elements that provide visual interest to parking areas and the street elevation;
- e. Inclusion of a “public square” as a gathering place of public activity in multi-tenant regional centers;
- f. Clear identification of building entrances;
- g. Use of landscape that provides a three-dimensional character;
- h. Encourage the provision of public art;
- i. Inclusion of consistent and well-designed signage integrated with the building’s architectural character, including pedestrian-oriented signage; and
- j. Design of parking structures to be visually integrated with the commercial buildings.

Consistency Analysis

Implementation of the proposed project would facilitate future mixed-use residential and commercial uses on-site at a higher density than what is currently allowed. The site is, and would remain, designated for regional commercial uses. However, the retail uses associated with the project would not only serve residents located on site, but would also serve students, faculty and staff from the college and nearby residents.

In addition, the proposed project would be located less than 0.25 mile from the Golden West Transportation Center, which provides transit access throughout northern Orange County. As a result, future residents and patrons would have access to alternative means of transportation. Although a specific development is not proposed as part of the project, the conceptual development plans are designed to encourage pedestrian activity and reduce dependence on automobiles through the implementation of mixed-uses. As such, the conceptual plans also promote the use of alternative transit methods through the incorporation of bus turnouts, bicycle facilities, and integrated pathways toward existing commercial and transit uses, where feasible.

The nearest residential uses are located at the Old World Village, less than 0.25 mile north of the project site. However, because the existing residential uses are not directly adjacent to the site, future development siting would not affect these uses. Parking structures would be integrated within the overall project site and would be screened from view. Additionally, as discussed above, the proposed ZTA would include architectural and design guidelines to help ensure maximum compatibility of design, promote pedestrian-friendly entries and uses, and promote the use of compatible exterior materials.

Structures on the project site would vary in heights in order to provide variety to the roofline and to reduce overall building massing. Development standards and design guidelines would ensure that form, height, and treatment of future development would convey a high level of quality. Therefore, upon approval of the proposed project, future development at the project site would not conflict with these policies.

Goal LU 15 Achieve new development that enhances the City's quality of development and sense of place, goals for community character, and preserves significant historical resources.

Policy LU 15.7.1 Allow the development of residential uses in conjunction with the underlying commercial designation. The Mixed Use overlay permits the development of horizontally or vertically integrated mixed use projects. The design and density for a mixed use project shall be as shown on the Land Use Map (See Table LU-2B for more detail). If a mixed use project is not proposed, then the density of the underlying commercial designation shall be utilized.

Consistency Analysis

Implementation of the proposed project would result in amendments to the current design and density regulations for mixed use projects on the site. In particular, the GPA would allow horizontally integrated mixed-use in addition to the currently allowed vertical mixed-use, and would increase the total mixed use building FAR from 1.5 to 1.75 allowing an additional 172,606 sf beyond the 1,035,639 sf that is currently allowed. Within this total building square footage limitation, the maximum residential density would increase from 25 du/acre to 45 du/acre. This increase would allow a maximum of 317 additional units on-site, beyond the 396 units that are currently allowed. In concert with the existing Bella Terra Mall and additional redevelopment projects proposed in the nearby area (e.g., The Ripcurl Project), implementation of the proposed project would facilitate quality mixed-use development that would enhance the character of the area by providing a unified theme of development. Therefore, future development at the project site would not conflict with this policy.

Summary

The proposed redesignation of the site to allow increased density of mixed uses would not in itself result in environmental impacts related to land use and planning. Given the relationship with the revitalization efforts currently underway along the Edinger Avenue Commercial Corridor, including the existing Bella Terra Mall and The Ripcurl project proposed immediately adjacent to The Village at Bella Terra site, and the high density land uses that are envisioned within this area in the future (as evidenced by the Beach-Edinger Corridor Study), the proposed project would not conflict with existing City policies or regulations that were adopted for the purpose of mitigating an environmental effect. Instead, the proposed project would provide the City with redevelopment in an area that could support high density uses without contributing to adverse effects to the City's existing population base. The project would provide a new mix of residential opportunities to complement the high proportion of single-family uses in the City. Consequently, this is considered a *less-than-significant* impact.

4.8.4 Cumulative Impacts

This cumulative impact analysis considers development of the proposed project, in conjunction with other development within the vicinity of the project in the cities of Huntington Beach and Westminster, as identified in Table 3-3 (Cumulative Projects).

Development of cumulative projects is anticipated to generally conform to the requirements of city regulations (including both Huntington Beach and Westminster projects, respectively) and would be subject to review by the cities. The proposed project includes a GPA/ZTA to facilitate development of high-density mixed-uses on site.

Cumulative land use impacts have the potential to occur where a number of projects have the potential to change the overall land use of an area or negatively affect adjacent existing land uses. Environmental reviews required under CEQA for the pending development projects and general plan amendments would allow decision makers to identify and evaluate the impacts associated with these proposed cumulative changes in the City's currently projected Land Use categories and policies. Should such analysis identify significant land use impacts, mitigation measures would be required to reduce those impacts to a less than significant level. Absent effective and feasible mitigation, the City may determine that the benefits derived from the proposed Land Use changes are sufficient to justify adoption of a Statement of Overriding Considerations, permitting the revisions and their associated projects to proceed. Cumulative projects primarily result in development or redevelopment of sites in order to enhance existing land use patterns within areas of the City, and are therefore generally anticipated to be compatible with adjacent uses.

However, with respect to the known cumulative projects identified in Table 3-3 (Cumulative Projects), the Beach-Edinger Corridor Study is currently underway to determine a new vision and new zoning for properties along Beach Boulevard and Edinger Avenue. The study will assess development opportunities as well as specifications to guide land use and development intensity, site layout, building design, site landscaping, and signage along the corridor. Due to the significant influence this Corridor Study would have on land uses in the surrounding area, it is feasible that the identified cumulative projects may not be in compliance with the future guidelines envisioned for the area. Thus, this is considered a significant cumulative land use impact.

However, because the proposed project is subject to Specific Plan No. 13, The Village at Bella Terra is not included in the Beach-Edinger Corridor boundary. Rather, the Corridor Study is being developed to expand upon the synergy that would be created between the existing Bella Terra Mall and the proposed project. Therefore, the project's contribution to this significant cumulative impact is not cumulatively considerable and would be *less than significant*.

4.8.5 References

Huntington Beach, City of. 1996. *Huntington Beach General Plan*, May 13.

———. 2002. *Huntington Beach Municipal Code*.

———. 2006. *The Crossings at Huntington Beach—Specific Plan No. 13*, April 17.

