



City of Huntington Beach Planning and Building Department
STUDY SESSION REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
BY: Jane James, Senior Planner *JJ*
DATE: August 10, 2010 *JH*

SUBJECT: GENERAL PLAN AMENDMENT NO. 10-001/ZONING TEXT AMENDMENT NO. 10-001/SITE PLAN REVIEW NO. 10-001 (THE VILLAGE AT BELLA TERRA - COSTCO)

APPLICANT: Becky Sullivan, BTDJM Phase II Associates, LLC, 922 Laguna Street, Santa Barbara, CA 93101

PROPERTY OWNER: BTDJM Phase II Associates, LLC, 922 Laguna Street, Santa Barbara, CA 93101

LOCATION: 7601 Edinger Avenue (between Edinger Avenue and Center Avenue, west of existing Bella Terra development and east of Union Pacific Rail Road)

PROJECT REQUEST AND SPECIAL CONSIDERATIONS

The applicant, BTDJM Phase II Associates, LLC, proposes General Plan Amendment (GPA) No. 10-001, Zoning Text Amendment (ZTA) No. 10-001, and Site Plan Review (SPR) No. 10-001 for The Village at Bella Terra – Costco that would facilitate the development of a regional commercial big-box retail with gasoline service station and mixed-use retail and residential project. In general, this project is a proposal to amend the planning areas within Specific Plan (SP) No. 13; establish warehouse sales outlets, gasoline service stations, and tire sales/installations as permitted uses; create corresponding design and development standards for such uses; and develop a mixed-use project. The proposal includes demolition of the Montgomery Ward building and associated auto repair building, the vacant Mervyn's store, and the adjacent in-line retail stores. The project includes development of a 154,113 square foot Costco with associated 16-pump gas station, tire sales/installations, and outside food service on the northern portion of the site closest to Center Avenue. The request includes a reduction in parking based on a shared parking concept. The mixed-use development includes 467 residential units within a four-story building; approximately 13,500 square feet of residential amenities such as a clubhouse room, fitness center, leasing office, and lobby areas; and an approximately 700-space five-level residential parking garage in the central portion of the site. Approximately 17,500 square feet of retail and restaurant uses are proposed on the ground floor of the residential building. An additional 12,000 square feet of general retail and restaurant uses are proposed on the southern portion of the site along Edinger Avenue as well as a 1,920 square foot pavilion building within a landscaped greenbelt area.

An Addendum to EIR No. 07-03, certified by the Planning Commission in October 2008, has been prepared to compare the environmental effects of the revised project with the previously approved project. Pursuant to CEQA, Addendum EIRs are provided for informational purposes. They do not require approval via a public hearing but, rather, are provided to the decision makers for their consideration as background information. Addendums are not circulated to the public for comment nor do they have a public comment period. We are therefore providing the Addendum to you in advance of the public hearing staff report for your convenience.

ADDENDUM TO EIR NO. 07-03 (CEQA ANALYSIS/REVIEW)

The Village at Bella Terra, proposed on an approximately 15.85 acre site, just west of the existing Bella Terra mall, was approved by the City Council in November 2008 for the development of 713 multi-family residential units and 138,085 square feet of commercial uses. In March 2010, DJM Capital Partners, the developer and property owner, submitted a request to modify their project to amend the planning area boundaries in Specific Plan No. 13 and develop a 154,113 square foot Costco with tire sales/installation and a 16-pump gas station along with 467 multi-family residential units, associated clubhouse and fitness center amenities, and 30,000 square feet of additional commercial uses. The public hearing for the revised plans is scheduled for the August 24, 2010 Planning Commission meeting.

As part of its decision-making process, the City is required to review and consider potential environmental effects that could result from the revised project. Environmental Impact Report No. 07-03 (EIR), certified by the Planning Commission in 2008 for the project, found significant unavoidable impacts in four issue areas – Air Quality, Noise, Population and Housing, and Transportation/Traffic. All other potential impacts were either less than significant or could be mitigated.

Notwithstanding that the previous environmental review had been completed, and after demolition of additional buildings the revised project is smaller than the original, City staff has had an evaluation of the revised project prepared by the firm of PBS&J, an environmental consultant, within the context of the California Environmental Quality Act (CEQA). Under CEQA, if project changes occur after certification of an EIR, an evaluation should be made to determine if there are changes in circumstances or new information of substantial importance that would require preparation of a subsequent or supplemental EIR. In the event that this is not the case, an Addendum may be prepared. The analysis in the attached report documents that an Addendum is the appropriate level of CEQA review for the revised project. Table 1-1 (pp. 1-6 through 1-9) provides a comparison of impacts between the approved 2008 Project and revised Project currently proposed. Specifically, none of the conditions set forth in Section 15162 of the 2010 CEQA Guidelines that would require preparation of a supplemental EIR has been met and the Addendum analysis demonstrates that:

- The revised project would not result in new significant impacts, nor is there a substantial increase in the severity of impacts from that identified in the previous EIR.
- There is no information in the record or otherwise available that indicates there are substantial changes in circumstances that would require major revisions to the previous EIR.
- There is no substantial new information that would result in a new significant impact requiring major revisions of the previous EIR.

- There are no alternatives to the previous project or additional mitigation measures that would substantially reduce one of more significant impacts identified in and considered in the previous EIR.

Following a review of the previous EIR and the revised project information, it was determined that only limited additional analysis was needed for the following resource areas:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Following a review of the previous EIR and the revised project information, it was determined that additional analysis was needed for the following resource areas:

- Aesthetics
- Air Quality
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation and Traffic

The Addendum EIR determined that similar to the original project, implementation of the revised project would result in significant, unavoidable impacts in the following issue areas:

Air Quality

- Project Specific – Daily operations would generate air emissions that exceed SCAQMD thresholds.

Noise

- Project Specific – Pile driving activities would result in substantial temporary increase in ambient noise levels.

Traffic

- Project Specific – Under Year 2014 conditions, the project would contribute to projected deficiencies on the I-405 freeway.
- Project Specific – Under Year 2030 conditions, the project would contribute to projected regional freeway deficiencies on the I-405 freeway.

In some instances, the revised project reduces the severity of significant impacts previously identified. These include Air Quality impacts during construction and cumulative impacts of Population and Housing due to exceedance of SCAG population projections for 2015.

Notwithstanding the adoption and implementation of the recommended mitigation measures, approval of the project in 2008 required that a Statement of Overriding Considerations be adopted by the Planning Commission, finding that the economic and social benefits of the proposed project outweigh its potentially adverse impact.

Given the past interest in this project, staff is posting the Addendum on the City's website for informational purposes only, effective August 3, 2010. In addition, the Addendum is available at the Planning and Building Department and City Clerk's office. Finally, we will include an informational item in the City Administrator's Weekly Newsletter.

ZONING TEXT AMENDMENT NO. 10-001

The applicant's request includes an amendment to Specific Plan No. 13 to accommodate the proposed project. A legislative draft of the proposed amendments (Attachment No. 4) is provided for the Planning Commission's review. The amendments are intended to:

- Redesignate the boundaries of Area A and Area B
- Update all site plan graphics accordingly
- Revise appeal language for consistency with all specific plans
- Establish warehouse and sales outlets with ancillary tire sales/installation and gas station as permitted uses
- Establish design and development standards for the new permitted uses
- Refine development standards for multi-family residential
- Provide clean-up language where necessary

PLANNING ISSUES

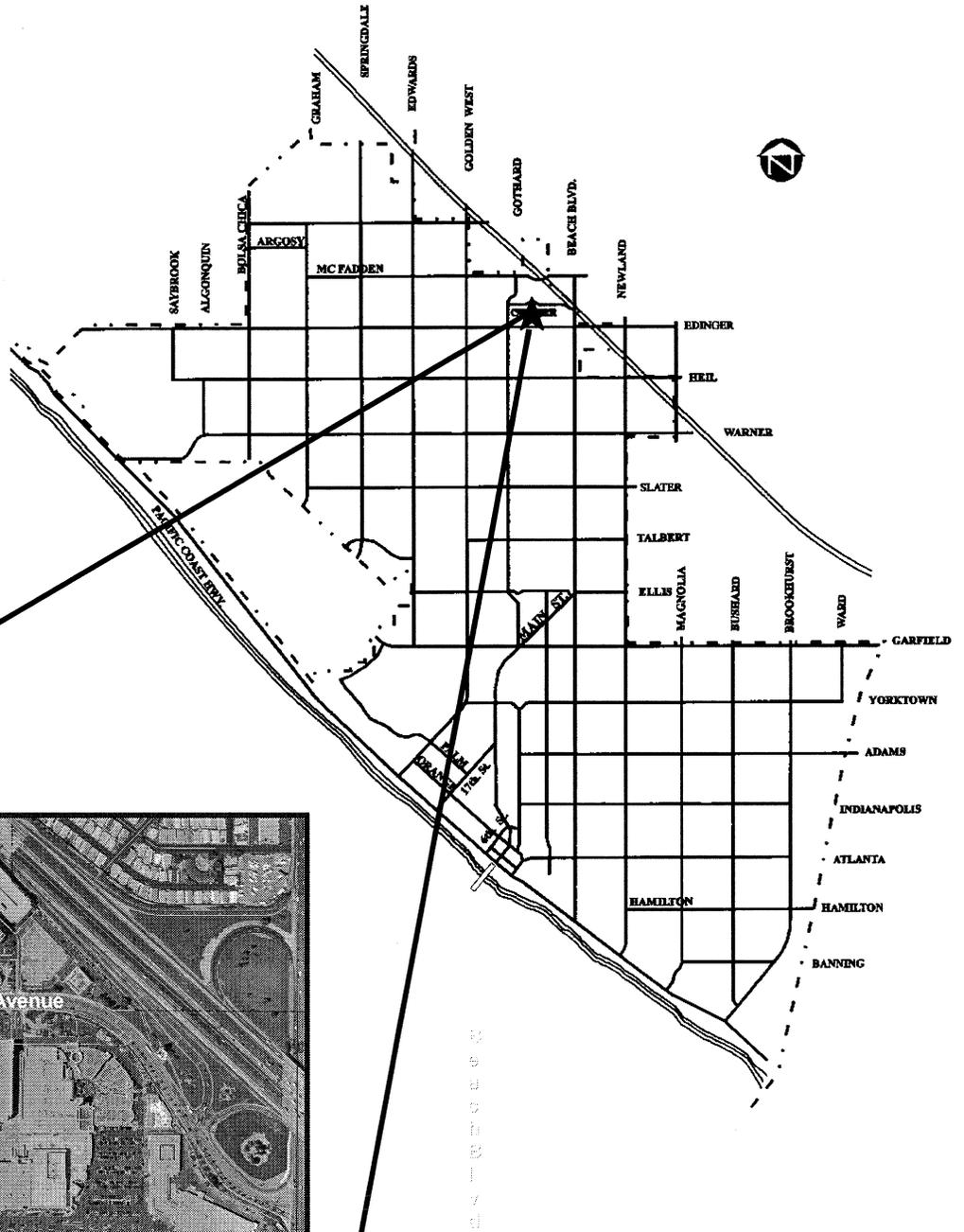
Staff has analyzed the Addendum EIR with regards to the level of adequacy of the environmental issues analyzed in the Addendum EIR. Staff has also analyzed the project with respect to compliance with identified mitigation measures. All of the mitigation measures are feasible and attainable prior to, during, and after construction. The Planning Commission will not need to act on the Addendum, but needs to consider it in its actions on the revised project.

The proposed amendments to Specific Plan No. 13 are intended to accommodate development of the revised project. The Planning Commission should consider and evaluate the proposed amendments as well as the proposed project to determine if they provide standards and a project consistent with the intent of Specific Plan No. 13 and the goals and objectives of the General Plan.

ATTACHMENTS:

1. Vicinity Map
2. Chapter 1 of Addendum EIR No. 07-003 dated August 2010 (Introduction and Summary and Comparison of Impacts Associated with the Previous and Revised Project)
3. Addendum EIR No. 07-003 dated August 2010 – **Not Attached**
4. Legislative Draft Specific Plan No. 13

Subject Site



VICINITY MAP
GENERAL PLAN AMENDMENT NO. 10-001, ZONING TEXT AMENDMENT
NO. 10-001, AND SITE PLAN REVIEW NO. 10-001
(THE VILLAGE AT BELLA TERRA – COSTCO - 7601 EDINGER AVENUE)

ATTACHMENT NO. 1

CHAPTER 1 Introduction

This document is an Addendum to The Village at Bella Terra Final EIR to address proposed changes to the project that was previously approved. The Final EIR (dated October 2008) is comprised of the Draft EIR and Appendices (dated July 2008), Changes to the Draft EIR, and Responses to Comments. The Final EIR was certified by the City of Huntington Beach Planning Commission on October 14, 2008, and the legislative acts were approved by the City of Huntington Beach City Council on November 17, 2008.

Although discussed in detail in Chapter 2 (Project Description), the previous project analyzed in The Village at Bella Terra EIR (previous project or previous EIR) consisted of General Plan Amendment No. 07-01 (GPA) and Zoning Text Amendment No. 07-02 (ZTA) which was intended to facilitate development of a mixed-use project. Two development scenarios, referred to as Options 1 and 2, were analyzed in the previous EIR; Option 1 was ultimately approved. Option 1 allowed horizontally integrated mixed-uses and regulated such issues as density, height, and floor area ratio (FAR). Option 1 was approved for the maximum development of 713 residential units and 138,085 square feet (sf) of commercial uses.

The currently proposed project (revised project) consists of a revised GPA and ZTA that would result in the realignment of the boundary line that was previously established between General Plan Subareas 5A and 5B (also identified as Areas A and B of Specific Plan No. 13 [SP-13]), and would transfer approximately 5.45 acres from Area B to Area A. This revised GPA would result in an increase in area and use of commercial-only development within Area A and a reduction in commercial area and residential units within Area B. The associated ZTA would also permit big box commercial and fuel station uses and would establish associated design and development standards for such uses within Area A. The Area B mixed-use overlay would remain the same as previously analyzed but would reduce the level of development.

The revised project would be developed in two phases beginning with the construction of a 154,113 sf Costco building, including an ancillary tire sales/installation center and sixteen-pump vehicle fueling facility, for Costco membership use only. The Costco center would replace the existing vacant Mervyn's building and an attached retail building. The second phase of the revised project would include a mixed-use project with 468 dwelling units, including 13,500 sf of residential amenities such as a recreation room, fitness center, leasing office, and lobby area, as well as 30,000 sf of commercial retail space. Aside from the reduction in the maximum amount of permitted residential and commercial mixed-uses, all other aspects of the conceptual plan are identical to that analyzed in the previous EIR.

According to CEQA Guidelines Section 15164(a), "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation for a subsequent EIR have occurred."

CEQA Guidelines Section 15162(a) states in part:

... when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following: ...

Regarding CEQA Guidelines Section 15162(a)(1), the proposed changes to the previously approved project, discussed in more detail in the sections to follow, are not considered to be substantial such that major revisions of the previous EIR would be required. Additionally, no new significant environmental effects or substantial increases in the severity of previously identified significant impacts will occur as a result of the revised project. On the whole, the revised project is a reduction in the density of the previously approved project and the continuation of the long-standing retail uses at the project site. Even with the change to less mixed-uses on the site and the continuation of more traditional, regional-serving retail uses, the revised project results in a decrease in development on site and the level of environmental impact typically experiences a similar reduction.

Although not required by the CEQA Guidelines, each environmental issue area that was analyzed in previous EIR is discussed in the following chapters. Impacts to some issue areas will not be different from the previously analyzed project and are not discussed in great detail but a brief comparison of the potential impacts of the previous project and the revised project is provided. For environmental issue areas where a change in impact level could occur, a full analysis of the revised project is provided.

Regarding CEQA Guidelines Section 15162(a)(2), there are no substantial changes with respect to the circumstances under which the project will be undertaken. Much like the previous project, the revised project will be developed in phases so as to reduce potential impacts across the site and maintain as much functionality as possible. Additionally, this will ensure that proper circulation on surrounding roadways and at the adjacent Bella Terra mall will not be disrupted during construction. As discussed in the following sections, baseline conditions from the time of the previous analysis have not changed substantially as the project site has been an underutilized retail area for many years. All mitigation measures, Code requirements, and project requirements required under the previous project will be required of the revised project to ensure that impacts are reduced to the greatest extent feasible.

Regarding CEQA Guidelines Section 15162(a)(3), there is no new information of substantial importance that could have been known at the time of certification of the previous EIR. As discussed above and in future sections, the existing or baseline conditions for the revised project are substantially similar to that of the previous project. For some issue areas, new regulatory requirements have been adopted since the

ATTACHMENT NO. 2.2

time of the previous EIR certification. Where appropriate, these new regulations have been addressed in this Addendum and no new or additional impacts have been identified. However, there is no new information regarding the previously approved project, community issues, or environmental issues that could have been known previously.

As determined by the current analysis of the revised project, the proposed changes to the previous project will not result in new or exacerbated significant environmental impacts. Furthermore, while some refinements or enhancements have been made to a few mitigation measures to ensure the most current regulations and technology, the proposed changes do not constitute new or substitute mitigation and would not alter the findings of significance on the previous EIR. In fact, many of the previously identified impacts are reduced as a result of the proposed changes reflected in the revised project. Finally, the proposed changes do not meet the criteria of CEQA Guidelines Section 15162(a) requiring a Supplemental or Subsequent EIR. As such, an Addendum has been determined to be the appropriate environmental document to address the changes proposed in the revised project. The revised project, as discussed in this Addendum, will not result in new or exacerbated significant impacts to the environment.

1.1 INTENDED USES OF THE EIR

This Addendum to The Village at Bella Terra EIR is intended to provide decision-makers and the public with information that enables them to consider the environmental consequences of the revised project. As with the previous EIR, this Addendum identifies potentially significant or significant environmental impacts, as well as ways in which those impacts can be reduced to less-than-significant levels, typically through the implementation of mitigation measures, Code requirements, or other project requirements. In a practical sense, as with all EIRs, this Addendum functions as a technique for fact-finding, allowing an applicant, concerned citizens, and agency staff an opportunity to collectively review and evaluate impacts of the revised project (especially with respect to the previously approved project) through a process of full disclosure.

To gain the most value from this report, certain key points should be kept in mind:

- This report should be used as a tool to give the reader an overview of the possible ramifications of the proposed project.
- A specific environmental impact is not necessarily irreversible or permanent. Most impacts, particularly in urban, more developed areas, can be wholly or partially mitigated by incorporating conditions of approval and/or changes recommended in this report during the design and construction phases of project development.
- This report, while a summary of facts, reflects the professional judgment of the authors. The EIR was prepared by consultants retained by the City and by City staff, and was subject to the independent review and judgment of the City. The City independently reviewed and analyzed the EIR for the proposed project, and the EIR reflects the independent judgment of the City.

ATTACHMENT NO. 2.3

1.2 SCOPE OF THE EIR

This Addendum provides an overview of the potential environmental impacts of the revised project, as well as a comparison of the level of environmental impact relative to the previously approved project. The scope of this Addendum includes environmental issue areas previously identified by the City of Huntington Beach to be appropriate during preparation of The Village at Bella Terra EIR. However, as discussed briefly above, for many of the previously evaluated environmental issue areas, potential impacts of the revised project do not differ from the previous project and analysis. These issue areas are discussed briefly in Chapter 4 (Resource Areas Not Requiring Analysis). Issue areas for which additional analysis was appropriate are subsequently provided and include:

- Aesthetics
- Air Quality
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation/Traffic

1.3 PROJECT SPONSORS AND CONTACT PERSONS

The City of Huntington Beach is the lead agency for the preparation of this EIR. The Applicant for the proposed project is BTDJM Phase II Associates, LLC. PBS&J is the environmental consultant to the City and the principal preparer of this EIR. Key contact persons are as follows:

Lead Agency:	City of Huntington Beach Department of Planning 2000 Main Street Huntington Beach, CA 92648
Lead Agency Contact:	Jane James, Senior Planner (714) 536-5596 jjames@surfcity-hb.org
Project Applicant:	BTDJM Phase II Associates, LLC 922 Laguna Street Santa Barbara, CA 93101
EIR Consultant:	PBS&J 12301 Wilshire Boulevard, Suite 430 Los Angeles, CA 90025

1.4 SUMMARY AND COMPARISON OF IMPACTS

Table 1-1 (Summary and Comparison of Impacts Associated with the Previous and Revised Projects) below provides a summary of the impacts and the level of significance for each impact associated with both the previous and revised projects.

ATTACHMENT NO. 2.4

Applicable mitigation measures are listed with the impact for which the measures are necessary. As part of the preparation of the Addendum, primarily due to the format of the document, the numbering of mitigation measures has changed from the previous EIR, as shown in this Addendum. For the preparation of Table 1-1, it is assumed that the mitigation measure numbers identified with each impact reference the respective document (i.e., previous EIR or this Addendum). A comprehensive comparison of mitigation measures required for both the previous and revised projects, including changes to numbering, is provided in Appendix A (Revised Project Mitigation Monitoring and Reporting Program).

Table 1-1

Summary and Comparison of Impacts Associated with the Previous and Revised Projects

Previous Project

Revised Project

AESTHETICS

- Implementation of the previous project would not have an adverse effect on a scenic vista and would result in a less-than-significant impact.
- Implementation of the previous project would not degrade the existing visual character or quality of the site and its surroundings, and would result in a less-than-significant impact.
- Implementation of the previous project would introduce new sources of light and glare into the project vicinity however impacts would be less than significant with incorporation of mitigation. Mitigation measure MM4.1-1 was required.

- The revised project would not result in a substantial adverse effect on a scenic vista and would result in a less-than-significant impact.
- The revised project would serve to improve the aesthetic character of the present project site by removing the outdated vacant commercial structures. The revised project would not substantially degrade the existing visual character or quality of the site and its surroundings from that previously analyzed, and would result in a less-than-significant impact.
- Light and glare impacts would not be increased over that anticipated previously, and the revised project would result in a less-than-significant impact. Mitigation measure MM4.4-1 would remain applicable.

AIR QUALITY

- Implementation of the previous project would provide new sources of regional air emissions, but would not impair implementation of the Air Quality Management Plan, resulting in a less-than-significant impact.
- Peak construction activities associated with the previous project could generate emissions that exceed SCAQMD thresholds. Code requirements CR4.2-1 through CR4.2-5 and mitigation measure MM4.2-1 and MM4.2-2 were identified to reduce this impact, but not to levels below significance. Impacts would be significant and unavoidable.
- Daily operation of the previous project could generate emissions that exceed SCAQMD thresholds. Mitigation measure MM4.2-3 was identified to reduce this impact, but not to levels below significance. Impacts would be significant and unavoidable.
- Implementation of the previous project would generate increased local traffic volumes, but would not cause localized CO concentrations at nearby intersections to exceed national or state standards, and would result in a less-than-significant impact.
- Construction activities associated with implementation of previous project would generate emissions that could result in an exceedance of localized significance thresholds for CO, NO₂, PM₁₀, and PM_{2.5} established by the SCAQMD, and, therefore, could expose sensitive receptors to substantial pollutant concentrations. Code requirements CR4.2-1 through CR4.2-5 and mitigation measures MM4.2-1 and MM4.2-2 were identified to reduce this impact, but not to levels below significance. Impacts would be significant and unavoidable.

- Implementation of the revised project would provide new sources of regional air emissions, but would not impair implementation of the Air Quality Management Plan, resulting in a less-than-significant impact.
- Peak construction activities associated with the revised project could generate emissions that exceed SCAQMD thresholds. Code requirements CR4.2-1 through CR4.2-5 and project design features were identified to reduce this impact to a less-than-significant level. Incorporation of mitigation measures MM4.2-1 and MM4.2-2 would further reduce the less-than-significant impact level.
- Daily operation of the revised project could generate emissions that exceed SCAQMD thresholds. Mitigation measure MM4.2-3 and MM4.2-4 as well as enhanced mitigation measures MM4.2-5 through MM4.2-8, would reduce this impact, but not to levels below significance. Impacts would be significant and unavoidable.
- Implementation of the revised project would generate increased local traffic volumes, but would not cause localized CO concentrations at nearby intersections to exceed national or state standards. This impact would be less than significant.
- Construction activities associated with implementation of the revised project could generate emissions that could result in an exceedance of localized significance thresholds for CO, NO₂, PM₁₀, and PM_{2.5} established by the SCAQMD. With the incorporation of code requirements CR4.2-1 through CR4.2-5, project design features, and mitigation measures MM4.2-1 and MM4.2-2, the revised project would result in a less-than-significant impact for all pollutants of concern.
- Operational activities resulting from implementation of the gas station associated with the revised project would generate emissions that could result in unacceptable levels of cancer and health risks. Modeling for impacts from benzene emissions indicate that the associated health and cancer risks resulting from the revised project are less than significant.

Table 1-1

Summary and Comparison of Impacts Associated with the Previous and Revised Projects

Previous Project	Revised Project
<p>Greenhouse Gas Emissions</p> <ul style="list-style-type: none"> The project would be required to comply with the following as identified in Table 4.2-21 and Table 4.2-22 of the previous EIR: CAPCOA Mitigation Measures, California Climate Action Taskforce (CAT) Recommendations, and California Attorney General Strategies. Impacts would be reduced to a less-than-significant level. 	<p>Greenhouse Gas Emissions</p> <ul style="list-style-type: none"> Implementation of the revised project would have the potential to contribute substantial emissions of greenhouse gases. With the incorporation of mitigation measures MM4.2-6 through MM4.2-14, impacts of the revised project will result in a less-than-significant impact. Revised project emissions of greenhouse gases would have the potential to conflict with the implementation of AB 32. With the incorporation of mitigation measures MM4.2-6 through MM4.2-14, impacts of the revised project will be less than significant.
<p>HAZARDS AND HAZARDOUS MATERIALS</p>	
<ul style="list-style-type: none"> Implementation of the previous project could involve the routine use, storage, transport, or disposal of hazardous materials. Compliance with local, state, and federal regulations the previous project would result in a less than significant hazards impact due to the storage, transport and disposal of hazardous materials. Implementation of the previous project could create a potential significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Mitigation measures MM4.6-1 and MM4.6-2 have been identified to reduce this impact to a less-than-significant level. Implementation of the previous project would result in the handling of acutely hazardous materials, substances, or waste within ¼ mile of a proposed school, but would not create a risk to human health from such activities, resulting in a less-than-significant impact. Mitigation measure MM4.6-1 would help to reduce this impact. Implementation of the previous project would place the project site within a listed hazardous materials site compiled pursuant to Government Code Section 65962.5. Mitigation measures MM4.6-1 through MM4.6-3 have been identified to reduce this impact to a less-than-significant level. Implementation of the previous project would locate the project site within a Height Restriction Zone for the Joint Forces Training Center. However, building heights would be under the FAA's 200-foot restriction and impacts would be less than significant. 	<ul style="list-style-type: none"> Implementation of the revised project would involve the routine use, storage, transport, and disposal of hazardous materials, but no significant hazard to the public or the environment is anticipated to occur. Compliance with local, state, and federal regulations would ensure that this impact would remain less than significant. Implementation of the revised project could create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Mitigation measures MM4.3-1 and MM4.3-2 have been identified to reduce this impact to a less-than-significant level. Implementation of the revised project would result in the handling of acutely hazardous materials, substances, or waste within ¼ mile of a proposed school, but would not create a risk to human health from such activities, resulting in a less-than-significant impact. Mitigation measure MM4.3-1 would help to reduce this impact. Implementation of the revised project would place the project site within a listed hazardous materials site compiled pursuant to Government Code Section 65962.5. Mitigation measures MM4.3-1 through MM4.3-3 have been identified to reduce this impact to a less-than-significant level. Implementation of the revised project would locate the project site within a Height Restriction Zone for the Joint Forces Training Center. However, building heights would be under the FAA's 200-foot restriction and impacts would be less than significant.
<p>LAND USE AND PLANNING</p>	
<ul style="list-style-type: none"> The previous project would redesignate the site to allow a higher density of mixed-uses, and implementation 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. The previous project would result in a less-than-significant impact to land use. 	<ul style="list-style-type: none"> The revised project consists of a new General Plan Amendment (GPA) and Zoning Text Amendment (ZTA) that would transfer approximately 5.45 acres from Area B to Area A in Specific Plan No. 13. Implementation of the revised project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The revised project would result in a less-than-significant impact.

Table 1-1 Summary and Comparison of Impacts Associated with the Previous and Revised Projects

Previous Project

Revised Project

NOISE

<ul style="list-style-type: none"> ■ Construction activities associated with the previous project would not exceed the standards established in the Huntington Beach Municipal Code. Operation of the previous project would not generate noise levels in excess of standards established by the City. Mitigation measures MM4.9-1 through MM4.9-3 and compliance with the City of Huntington Beach Noise Ordinance have been identified to reduce this impact to a less-than-significant level. ■ Construction and operation activities associated with the previous project would not generate or expose persons off site to excessive groundborne vibration, resulting in a less-than-significant impact. ■ The previous project would generate increased local traffic volumes, but would not cause a substantial permanent increase in ambient noise levels, resulting in a less-than-significant impact. ■ Increased human activity associated with operation of the previous project would not cause a substantial permanent increase in ambient noise levels, resulting in a less-than-significant impact. ■ Construction activities associated with the previous project would result in a substantial temporary or periodic increase in ambient noise levels. Mitigation measures MM4.9-1 and MM4.9-2 would reduce this impact, but not to a less-than-significant level, therefore resulting in a significant and unavoidable impact 	<ul style="list-style-type: none"> ■ Construction activities associated with the revised project would not exceed the standards established in the Huntington Beach Municipal Code. Operation of the revised project would not result in noise levels in excess of standards established by the City. Mitigation measures MM4.5-1 through MM4.5-3 have been identified to reduce this impact to a less-than-significant level. ■ Construction and operation activities associated with the revised project would not generate or expose persons off site to excessive additional groundborne vibration. This impact would be less than significant. ■ The revised project would result in a change in PM peak hour local traffic patterns, but would not cause a substantial permanent increase in ambient noise levels. This impact would be less than significant. ■ Increased human activity associated with operation of the revised project would not cause a substantial permanent increase in ambient noise levels. This impact would be less than significant. ■ Construction activities associated with the revised project would result in additional substantial temporary or periodic increases in ambient noise levels. Implementation of mitigation measures MM4.5-1 and MM4.5-2 would reduce this impact, but not to a less-than-significant level. Therefore, this impact would remain significant and unavoidable.
--	--

Table 1-1 Summary and Comparison of Impacts Associated with the Previous and Revised Projects

Previous Project

Revised Project

TRANSPORTATION/TRAFFIC

- Construction of the previous project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system, therefore resulting in a less-than-significant impact.
- Under Year 2014 conditions, operation of the previous project could cause an increase in traffic which is substantial in relation to the forecasted traffic load and capacity of the street system. Mitigation measure MM4.13-1 was identified to reduce this impact, but not to a less-than-significant level, therefore resulting in a significant and unavoidable impact.
- Under Year 2030 Conditions, operation of the previous project could cause an increase in traffic which is substantial in relation to the forecasted traffic load and capacity of the street system. Mitigation measure MM4.13-1 was identified to reduce this impact, but not to less-than-significant levels, therefore resulting in a significant and unavoidable impact.
- Implementation of the previous project would not exceed standards established by the Orange County Transportation Authority, resulting in a less-than-significant impact.
- Implementation of the previous project would not result in a change in air traffic patterns, thereby resulting in a less-than-significant impact.
- Implementation of the previous project would not substantially increase roadway hazards. Code requirements CR4.13-1 and CR4.13-2 were identified to reduce this impact to a less-than-significant level.
- Implementation of the previous project would not result in inadequate emergency access, thereby resulting in a less-than-significant impact.
- Implementation of the previous project would not result in inadequate parking capacity, thereby resulting in a less-than-significant impact.
- Implementation of the previous project would not conflict with adopted policies supporting alternative transportation, thereby resulting in a less-than-significant impact.

- Construction of the revised project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. This impact is less than significant.
- Under Year 2014 conditions, operation of revised project would not cause a substantial increase in traffic beyond that which was previously analyzed. The revised project would result in an increase in traffic similar to the previous project, which is substantial in relation to the forecasted traffic load and capacity of the street system. Mitigation measure MM4.5-1 has been identified to reduce this impact but not to less-than-significant levels. This impact would remain significant and unavoidable.
- Under Year 2030 Conditions, operation of revised project would not cause a substantial increase in traffic beyond that which was analyzed in the previous EIR. The revised project would result in the same increase in traffic, which is substantial in relation to the forecasted traffic load and capacity of the street system. Mitigation measure MM4.5-1 has been identified to reduce this impact but not to less-than-significant levels. This impact would remain significant and unavoidable.
- Implementation of revised project would not exceed standards established by the Orange County Transportation Authority. This impact would be less than significant.
- Implementation of the revised project would not result in a change in air traffic patterns. This impact would be less than significant.
- Implementation of the revised project would not substantially increase roadway hazards. Code requirements CR4.6-1 and CR4.6-2 were identified to reduce this impact to a less-than-significant level.
- Implementation of the revised project would not result in inadequate emergency access. This impact would be less than significant.
- Implementation of the revised project would not result in inadequate parking capacity. This impact would be less than significant.
- Implementation of the revised project would not conflict with adopted policies supporting alternative transportation. This impact would be less than significant.

ATTACHMENT NO. 3

ADDENDUM EIR NO. 07-03 CAN BE REVIEWED AT:

**DEPARTMENT OF PLANNING AND BUILDING – 3RD FLOOR
CITY CLERK'S OFFICE – 2ND FLOOR
2000 MAIN STREET, HUNTINGTON BEACH
CITY HALL**

&

ON THE CITY'S WEBSITE:

<http://www.surfcity-hb.org/Government/Departments/Planning/major/BTVillage.cfm>

**STUDY SESSION #A-1
THE VILLAGE AT BELLA TERRA - COSTCO**

ATTACHMENT NO. 4

**LEGISLATIVE DRAFT OF SPECIFIC PLAN NO. 13 WILL BE
DELIVERED TO PLANNING COMMISSION NO LATER THAN
AUGUST 12, 2010**

ATTACHMENT NO. 4